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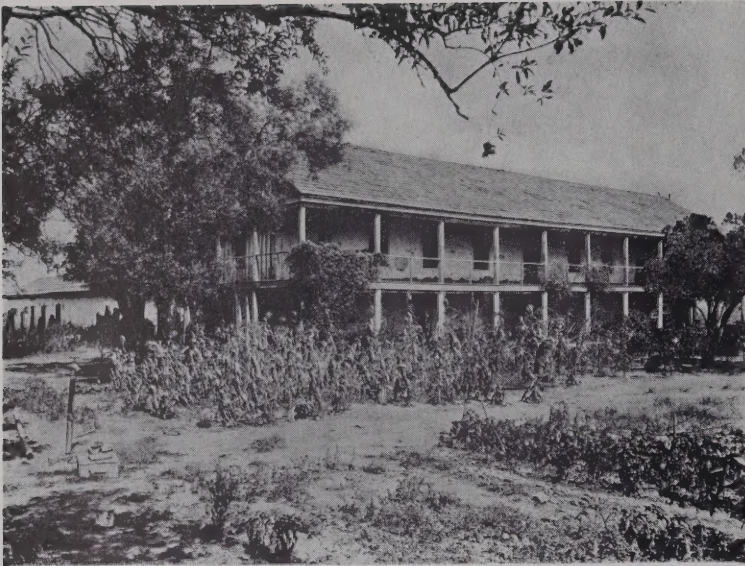












#### HISTORIC HOMES ON OLD RANCHOS

Above, Rancho Los Cerritos Adobe Residence, built about 1844 by John Temple, became the home of Jotham Bixby in 1866, but had been unoccupied many years when this picture was taken. It was restored in 1930 by Llewellyn Bixby, whose father was one of the buyers of the rancho from Temple. Below, Rancho Los Alamitos hacienda, as painted by a sheepherder in the employ of John W. Bixby, manager and one-third owner of that rancho, in 1888. Adobe walls forming a part of this dwelling, the home of Mr. and Mrs. Fred H. Bixby, are said to be the oldest construction in this vicinity.



# *Long Beach Community Book*

■  
WALTER H. CASE  
EDITOR-IN-CHIEF

■  
In Two Parts  
NARRATIVE AND BIOGRAPHICAL

■  
ARTHUR H. CAWSTON  
Managing Editor & Publisher  
Long Beach, Calif.  
1948

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Long Beach, California

## Foreword

This Long Beach Community Book presents the story of the exceptionally rapid growth of a municipality richly endowed by Nature and blessed also by the prevailing high character and fine spirit of its citizenry.

From the very beginning of Long Beach, the ideals, vision, determination and confidence of its people have been dominating influences in the upbuilding of the present-day city of some 266,000 souls.

The historical background of Long Beach, and the progress of the city's many-sided development through successive decades, with strong community support and under able leadership, are narrated in the first portion of this volume. The second part comprises biographical sketches of Long Beach citizens of the present and the past.

The Long Beach Community Book was honored by the following prominent citizens in serving as members of its Advisory Board: Eloi J. Amar, Theodora R. Brewitt, Harry Buffum, Mayor Burton W. Chace, Msgr. Bernard Dolan, L. Elliot Grafman, John W. Hancock, C. Bond Harpole, Dr. Ewing S. Hudson, Frederick Kellogg, M.D., Joseph E. Madden, Bruce Mason, Francis M. Neff, D.O., Douglas Newcomb, Stirling Pillsbury, M.D., and George P. Taubman, Jr.

Among those who co-operated in providing data for certain portions of the historical and descriptive narrative were: officers of the United States Navy; Los Angeles District Engineer, U. S. Corps of Engineers; heads of various Municipal Departments of Long Beach; Robert R. Shoemaker, B. W. Tarwater, Alvin K. Maddy and M. D. Hughes, of the Board of Harbor Commissioners' administrative staff; Walter M. Brown, office engineer, Municipal Water Department; Howard K. Goodwin, Postmaster; Harry Frishman, publicity director, Long Beach Public Schools; Arthur A. Knoll, business manager, and William T. Baker, administrative assistant, Long Beach School District; Paul Frame, Ed Lundburg and Everett Hosking, Long Beach newspapermen.

The financial support of the numerous subscribers who have made the publication of the book possible is greatly appreciated.

WALTER H. CASE  
Editor-in-Chief

Long Beach, California  
December 1, 1948





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#### NOTE

Due to the fact that the illustrations for this book were printed on distinctive paper and inserted after the printing of the text, they were not given page numbers. So there are actually 180 more pages in the book than the last numbered page indicates.





## I

### HISTORICAL BACKGROUND

#### Cabrillo Here in 1542

On October 8, 1542, a half-century after Christopher Columbus first knelt in a prayer of gratitude on an island of the New World, Juan Rodriguez Cabrillo, Portuguese navigator who earned the sobriquet of "Columbus of the Pacific," discovered the future site of Long Beach. The only inhabitants of California's mainland and islands then were Indians.

Cabrillo brought his two galleons into the bay upon which Long Beach looks today, but he and his men called it Bahia de los Fumos (Bay of Smokes) "because of the numerous smokes they saw upon it," smokes from fires lighted by Indians to expedite their rabbit drives.

Under orders from Spanish Viceroy Antonio de Mendoza to "explore the coast of New Spain," Cabrillo had started his cruise northward from Navidad, on the coast of Mexico, and became the discoverer of California. On September 28 he sailed into a port which he named San Miguel—now San Diego Bay. On October 6, Cabrillo sighted the islands later christened Santa Catalina and San Clemente. He gave them the names of his ships, San Salvador and La Vittoria, respectively. He and his men went ashore on San Salvador the next day, meeting a friendly welcome by the Indians.

The following day, the explorer's ships "drew near to the mainland," and anchored in the "great bay." They may well have been in the area now sheltered by the great Federal Breakwater, where, according to the translation of Cabrillo's records, he and his men "held a colloquy with some Indians whom they captivated in a canoe"—a colloquy in sign language, presumably.

Two days later, Cabrillo raised the Spanish flag near the site of the present-day town of Hueneme, in Ventura County, taking possession of the land in the name of the king. The explorer died February 3, 1543, on the Santa Barbara Channel Island, later named San Miguel. Cabrillo's men had given the island his name, but unfortunately his memory was robbed of that honor.

In 1603, Sebastian Vizcaino, commanding a Spanish exploring fleet of three vessels, visited Santa Catalina and San Clemente Islands, so renamed by him, and San Pedro Bay, which he also named at that time, in honor of the saint whose day it was. Years later, Point Fermin was named in honor of



Padre Fermin Lasuen, who succeeded Fray Junipero Serra as presidente of the Franciscan Missions. Vizcaino sailed northward from this area and discovered the bay of Monterey.

## **Spanish Occupation**

The viceroy of New Spain was ordered by King Carlos to proceed with a Spanish occupation of Upper California in 1769. Visitador General Jose de Galvez, placed in charge of occupation plans, said its purpose was "to establish the Catholic faith among a numerous heathen people" as well as to extend the King's dominion and "protect this peninsula from the ambitious views of foreign nations." San Diego and Monterey were named as areas to be occupied.

Expeditions set out by land and sea from Santa Maria and La Paz, Mexico. Gaspar de Portola, Governor of Lower California, who was named military leader of a land expedition, and Fray Junipero Serra, president of the Franciscan Missions, who was designated the spiritual leader, raised the flag of the Spanish Empire at San Diego, May 17.

On July 14, Portola started northward, with a small band of soldiers and two Franciscan priests. Fray Serra remained at San Diego, where later he founded Mission San Diego de Alcala, the first of 21 Franciscan Missions eventually established along El Camino Road (The Highway of the King) in California, from San Diego to Sonoma. The last of the missions was founded in 1823.

Portola and his men followed the shore until they turned inland near the spot where Mission San Juan Capistrano was founded seven years later. On July 28, they came to a river, now the Santa Ana, which they christened "River of the Sweetest Name of Jesus of the Earthquakes" because of temblors felt in that locality.

On August 1, the party reached the area destined to be the site of the city of Los Angeles. As August 2 was the church feast day dedicated to Nuestra Senora Reina de Los Angeles (Our Lady Queen of the Angels), the place was christened in the saint's honor. The river later named Los Angeles, they christened Porciuncula, for a convent in Italy. Hence the name given to Upper California's second pueblo, founded there September 4, 1781, by Governor Felipe de Neve, El Pueblo de Nuestra Senora de Los Angeles de Porciuncula. Eleven "half-hearted and probably footsore" families, comprising 44 adults and children, recruited in Mexico for that purpose, became the first colonists of the pueblo. None of them could read or write, and historians agree that they "left no impress" upon the area where California's largest city of today has grown.

Portola and his party are believed to have been the first white men ever to set foot in the mainland area of what is now the County of Los Angeles, with Long Beach its second largest city. On August 3, 1769, the Portola expedition resumed its northward journey. The search for Monterey was not successful that year, however, although San Francisco Bay was discovered.

Portola returned to San Diego and made another expedition in 1770, when he succeeded in rediscovering Monterey. He took possession of that port June 3, and Junipero Serra founded there the second Mission in Upper California, San Carlos Borromeo. At his request it was moved, a little later, to a site about five miles distant, Rio Carmelo. Fray Serra died there in 1784.

### **Mission San Gabriel**

Fourth among the 21 missions established along El Camino Real, Mission San Gabriel Arcangel for some time controlled an area extending from San Gabriel to the sea, including the land upon which Long Beach, San Pedro and other communities have grown.

Destined to become the largest and richest of the Franciscan order's establishments in California, this Mission was founded September 8, 1771, on a site now described as a corner of San Gabriel Boulevard and Lincoln Avenue, on the outskirts of Montebello. It was moved to its present location in San Gabriel in 1776.

Doubtless among the thousands of Indians baptized and instructed at Mission San Gabriel, as shown by the records from 1771 to 1834, were many from Indian villages in or near the area of present-day Long Beach. Numerous inhabitants of those villages may have helped herd cattle of the Mission.

The early years of Mission San Gabriel were marked by reputedly "outrageous conduct" of the soldiers and also by friction between the soldiers and the priests. In 1776, Pedro Fages was removed from his office as Commandant of the New Establishments in Upper California, because of differences between him and Fray Junipero Serra concerning authority over Mission soldiers.

One reason ascribed for the mission's bad start was the fact that Pedro Fages, military commandant, "had Mission San Gabriel founded without Fray Junipero Serra being present"—the first occasion of the kind the famed Christian leader missed, and he "was not at the Mission for a full year after its establishment."

Pedro Fages regained high government favor within a half-dozen years after his ouster as Commandante, and he served from 1782 to 1791 as Governor of Lower and Upper California. Two years after he assumed that office he granted the first permits for private use of huge tracts of land. These permits



were held to be, in effect, permanent land grants. The Mission padres opposed them. The old ranchos upon which Long Beach has grown were part of the same vast grant which affected Mission San Gabriel.

San Gabriel is said to have attained its maximum prosperity under the leadership of Padre Jose Maria Zalcaidea, who took charge there 35 years after the Mission was founded.

In 1813, the Cortes of Spain passed a decree fixing the limit of the life of the Missions at 10 years. After Mexico achieved independence, the "regular clergy" urged execution of that plan. The missionaries protested that the Indians were not ready to become citizens and were incapable of self-government. Finally, the Mexican Congress, reputedly "anxious to fill its depleted treasury," enacted a "secularization" law. Control and management of the neophytes and the "temporalities of the Missions" were taken from the friars about 1835 and given to secular officers, called administrators, appointed by the Mexican Governor of California.

In 1846, Governor Pio Pico of California sold Mission San Gabriel to Hugo Reid, already auxiliary administrator of the property, and William G. Workman. About that time, an order arrived from Mexico suspending all proceedings in the sale of mission property.

When Fremont and Stockton, American military leaders, claimed possession of California in the name of the United States, they declared the San Gabriel sale contrary to Mexican law and ousted the purchasers. Subsequently, the United States Land Commission restored the Mission building, garden and cemetery to the church, but confirmed the sale of outlying lands. Still later a 55-acre tract south of the Mission also was declared church property.

## **California Indians**

How many centuries Indians had inhabited California before Cabrillo sailed into the "Bay of Smokes" in 1542, is undetermined. Probably there were numerous Indian villages in the area of the present-day Long Beach when the "Columbus of the Pacific" explored this coast.

Pedro Fages, a second lieutenant in Portola's expedition in California in 1769, wrote extensively about the Indians in the various parts of the new country through which he traveled then and in subsequent years. His "Historical, Political and Natural Description of California," written for the Viceroy in 1775, has been recognized as of first importance to ethnology.

Another valuable contribution to present-day knowledge concerning those early Californians was provided by Hugo Reid, in his series of articles, published in 1850-51 in the Los Angeles Star, on "Indians of Los Angeles County."

Reid, a well educated Scotchman, came to California in 1834, married a descendant of Indian chiefs and made use of his exceptional opportunities to learn about the Indians, their customs and their legends.

Of the Indian rancherias, or lodges, once widely scattered over the area that became Los Angeles County, 28 still existed, according to Reid, at the time he wrote his "essays." Each rancheria consisted of "from 500 to 1,500 huts, made of sticks and covered with flag mats," he said.

#### VILLAGES IN LONG BEACH

Reid's list included two rancherias within the area of present-day Long Beach. These were Tibahag-na and Pubug-na, which Reid described as located on Rancho Los Cerritos and Rancho Los Alamitos, respectively.

Tibahag-na is believed to have been in the Drake Park area. Clark H. Shaw states that when the park (then called Knoll Park) was laid out in 1906, parts of numerous human skeletons were discovered, and also Indian implements. Walter M. Brown, Municipal Water Department engineer, has pointed out that a perennial stream, fed by live springs north of Twenty-seventh street, discharged into Cerritos Slough in the neighborhood of the park and could have supplied that locality with fresh water.

Miss Jane Harnett, early Long Beach historian and for many years a Long Beach high school teacher, reported, "undoubted traces of an Indian village at the head of Alamitos Bay." Pestles of a type not used by Indians of the later days were found there, indicating, she believed, that "this village was one of those more ancient sites which seem to have been abandoned years, perhaps centuries, before the Spaniards came."

"The whole of Rancho Los Alamitos has proved so rich in Indian relics that some other location on the ranch may easily have been the site of Pubug-na," she continued. "By the time at which Hugo Reid wrote, the Indians had adopted the Spanish custom of giving a single name to a whole tract of land on which there might be several villages."

The Fred H. Bixby home on Rancho Los Alamitos stands on a promontory the southeasterly tip of which, some 200 feet in length, is said to be composed largely of shells, bits of Indian pottery and other waste discarded at seasonal feasts in bygone centuries.

"At a certain time each year," Mr. Bixby states, "the Indians would come to this place for shellfish feasts, bringing scallops, cockles and razor clams from a fresh-water lake, about a mile wide, northeast of Signal Hill. The lake was fed by what we know now as the San Gabriel River. In olden times its channel to the sea ran around the point upon which our home stands."

It is believed that Indians of Pubug-na were supplied with water from a live spring within the area now the home place of the Bixbys. The spring



maintained a virtually undiminished flow until about 1923, providing water for domestic uses on Rancho Los Alamitos for many years.

Catalina Island has been declared one of the most interesting archaeological storehouses in America. Excavations in the larger burial grounds there have revealed, it is said, five distinct ages of Indian life, "the earliest going back 3,000 years."

Some of the other rancherias listed by Reid, with his designation of their locations, were Yang-na, Los Angeles; Suang-na, which Reid called "the most populous village" and was located where Wilmington is today; Chowig-na, Palos Verdes; Hutucg-na, Santa Ana; Pimug-na, Santa Catalina Island, and Kimkappar, San Clemente Island.

#### BELIEVED OF SHOSHONE FAMILY

It has been believed quite generally that the Indians whom the Spaniards found in the southern part of Upper California came, perhaps two centuries before, from north of the San Bernardino Mountains. Ethnologists classify them with the Shoshone family, which pushed southward from the Columbia River country.

California's Indians knew nothing of agriculture before the Spaniards came, and the combined resources of sea, mountains, plains and deserts were drawn upon to obtain food for such a large population. Money used in exchanging varied products consisted of nickel-sized pieces of mussel shells and was made by Indians of the coastal and Island areas. They exchanged fish, sea-otter skins and any other available products, including soapstone pots from Catalina Island, for various kinds of small game and an occasional deer, and for fruits, nuts and berries, which could be provided by the inhabitants of the other sections.

Writing in 1775 about the Indians between San Diego and San Gabriel Mission, Pedro Fages said: "The natives throughout the tract described are, generally speaking, rather dark, dirty, of bad figure, short of stature and slovenly, except those who live near the Rio de los Temblores (Santa Ana River), on its banks and the adjacent beaches. These Indians are fair, have light hair and are good looking."

"These Indians have their rafts of reeds in which they go to sea," Fages also wrote, "and by means of these, the Indians of the plain of San Gabriel communicate with the islanders of San Clemente and Santa Barbara." He said, that the men made nets, "bows and arrows innumerable" and a "kind of war club of tough wood in the shape of a well-balanced cutlass, which they use in war and in hunting, throwing it so far and with such certain aim that they rarely fail to break the bones of such animals as come within range."

## II

### LAND GRANTS AND RANCHOS

#### Nieto's Vast "Grazing Land"

In 1784, three years after the founding of the pueblo of Los Angeles, Pedro Fages, then Governor of California, issued the first permits ever granted for the private use of large tracts of land. One of these, which comprised all the land between the Santa Ana and old San Gabriel Rivers and from the ocean north to the "old road from San Diego to Monterey," included, as is obvious, almost all of present-day Long Beach.

That immense grant was given to Manuel Nieto, a former Mission soldier, who had requested use of land for pasturing his cattle. This was the third grant by Fages to a former soldier. The first was given, also in 1784, to Juan Jose Dominguez, and upon it was founded the huge Rancho San Pedro. The second was received by Corporal Jose Maria Verdugo, and on it was established Rancho San Rafael. The three soldiers had been in service under Fages, who was military commandant of Spanish establishments in Upper California when Mission San Gabriel was founded.

The Governor received from Mexico City a ruling that he could make such grants if they did not exceed three leagues in extent, did not injure missions, pueblos or Indian villages, and were equipped by the grantee with a stone house and stocked with at least 200 head of livestock. Boundaries of the early "grants" were not surveyed, but a pile of stones would be erected as a point of starting and the tract would be measured off by the alcalde of the district with a 50-foot reata as he rode along on horseback.

The "grants," which seem to have been considered temporary and of quasi-validity, met determined opposition from the missionaries, who regarded them as infringing on the missions and conducive to insubordination of their neophytes.

#### MISSION CLAIMED LAND

In 1795, Mission San Gabriel laid claim to the land which it had controlled. The claim was made in the name of the Indians, for whom it was said to be needed. Fages' successor as Governor, Borica, did not approve of the granting of ranchos, and he decided that Nieto might retain such areas as he



actually had under cultivation and in use, but that the rest was to be used by the Mission, without prejudice to Nieto's legal rights. During the following year, a part of the land Fages had allowed Nieto to occupy was taken from him.

Borica's decision had not denied the validity of the so-called grant, however, and some time later Mission San Gabriel ceased to exercise any control of the area destined to become the site of Long Beach, though Mission lands still extended to the ocean at San Pedro.

Don Manuel Nieto died in 1804, and in the summer of 1833, the vast area which Pedro Fages had given him "permission to use" was divided officially among Nieto's heirs by M. Jose Figueroa, Mexican Governor of California, and they were declared owners in fee simple of the respective portions, known as Ranchos Los Cerritos, Los Alamitos, Los Coyotes, Los Bolsas and Santa Gertrudis.

Ninety per cent of Long Beach is on land that was in old Los Cerritos and Los Alamitos. Alamitos Avenue marks the line that separated the two ranchos.

In volume 21 of "California Reports" was published a California Supreme ruling in 1863 on litigation concerning Rancho Santa Gertrudis. Its first paragraph reads, in part: "Manuel Nieto, under a permission from the Spanish government, in 1784, to graze his cattle on said tract, occupied it until his death in 1804."

#### TITLE PAPERS MISPLACED

The same decision stated also that a "petition (for partition) was presented in 1833, representing that in 1784 Governor Fages had granted the premises to their ancestor, Nieto, and given him the possession thereof, but that the title papers had been misplaced."

That was the petition which Governor Figueroa granted, declaring its signers the owners of respective portions of the vast property.

"A further decree was made by the Governor directing the execution of the titles," Supreme Court statement continued, "and in 1834 the several grants solicited were issued."

In the partition of the property, Rancho Los Alamitos, then consisting of some 26,000 acres, was given to Juan Jose Nieto. Almost at once—on June 30, 1834—he sold that rancho to Governor Figueroa himself, for only \$500. Appearing before the Constitutional Alcalde, the son of Manuel Nieto declared \$500 to be "the true value" of the big rancho and that he could not have sold it "for more."

## **Stearns Buys, Loses, Los Alamitos**

In 1834, eight years after Mexican Governor Jose Figueroa bought Rancho Los Alamitos for \$500, his son, Don Francisco, sold the six square leagues of land, four "houses of adobe" and the rancho livestock to Abel Stearns at a total price of \$5,954, of which \$1,500 was paid in cash and the balance in hides and suet. Records pertaining to the transaction contained an inventory which indicated that the total valuation of livestock on the ranch was \$4,094.50. If that valuation was maintained, and there is no available evidence that it was not, the land itself, and the houses must have been evaluated at only \$859.50 in the sale, or \$389.50 more than Governor Figueroa had paid for the rancho.

Like John Temple, who had become owner of Rancho Los Cerritos, Stearns married a member of a prominent Spanish family and became a Mexican citizen. Both men were New Englanders. In their adopted environment, they became known as Don Abel and Don Juan. Stearns became the largest owner of cattle in California and the wealthiest landed proprietor in its southern section. He also became a figure of prominence in public affairs. He eventually lost Rancho Los Alamitos in 1864, under foreclosure proceedings on a \$20,000 mortgage as a result of the extraordinary drought of 1863-64.

Stearns came to California from Salem, Mass., in 1829. During the next year he was exiled from the Province by Mexican Governor Manuel Victoria, who had been sent to California to enforce rigidly his government's new restrictions on foreigner's acquisition of land. This, presumably, was before Stearns married Arcadia Bandini, daughter of the wealthy Juan Bandini, and took Mexican citizenship.

Victoria's actions fomented an uprising, which was headed by Stearns, Don Jose Carillo, also banished by the governor; Don Pio Pico, who some years later became the last Mexican governor of California; Don Juan Bandini and Andres Pico, Pio's brother.

On December 5, Victoria, with a "very insufficient force," met the enemy group in Cahuenga Pass and a fight ensued which lasted less than three minutes. One member of each party was killed. Victoria was wounded and taken captive. Four days later, he turned the office back to Echeandia, his predecessor, and soon afterward went to Mexico. A subsequent Governor, Chico, bitterly assailed Stearns, at one time threatening the latter with hanging. But Chico was removed from office shortly.

Stearns had many more political quarrels. Once he was arrested for being disrespectful to an alcalde, or mayor. At another time, in a quarrel with a customer, he received an injury which permanently impaired his speech.

After his first attempt to acquire land failed, Stearns settled in Los Angeles as a trader, dealing chiefly in hides and liquors. For a long time his warehouse in San Pedro was the only building in that vicinity. Stearns controlled a large part of the hides and tallow business in the southern part of California and prospered.

#### FIRST CALIFORNIA GOLD MINTED

In 1842, Stearns shipped to the Philadelphia mint the first California gold ever coined into money. The gold was from the placer mines in Placerita Canyon, a few miles east of the present town of Newhall. Pedro Lopez, a herdsman, discovered gold in that area March 9 of that year. Stearns reportedly sent to the mint 20 ounces of gold, which "netted him \$340.73."

During the same year, Stearns acquired Rancho Los Alamitos, which was described in documents pertaining to the sale as consisting of "six square leagues, situate on the seashore and within the limits of this municipality" (meaning Los Angeles). The old Spanish square league, used in the California surveys, contained about 4,439 acres. For a while, following secularization of the missions, Los Angeles, extended the jurisdiction of its ayuntamiento over "a country as large as Massachusetts."

The deed declared that the land was "free from any taxes, suit, benefice, entail, patronage, bond or other incumbrance, be it real, perpetual, temporal, especial, general, tacit or expressed." Further, the deed set forth, in part: "As such it is sold, together with all the ways and means of ingress and egress, pastures, watering places, woods, open grounds, grazing meadows, streams, houses, uses, customs, easements, servitudes and all other things pertaining thereto."

Houses were mentioned as follows in a paragraph of the rancho inventory: "One house of adobe, with two apartments covered with pitch and others without roof, with two opposite doors. One more house of adobe, with three apartments covered by rushes and with one door placed therein. One other house of adobe, with two apartments covered by rushes and with one door."

Then followed, under the heading "Caballada," an inventory of the horses, mares and mules on the rancho, 182 in number and valued at \$548.00. The next item on the list is \$146 worth of hogs; then "61 milk cows, 231 cows of the plain, 310 calves and 12 bulls and 134 steers," at a total value of \$2403; then 672 lambs, \$672, and 217 sheep, \$325.

The agreement specified when deliveries of the hides and suet representing the major part of the purchase price would be made, and the rates at which they would be accepted. The suet would be "at 12 shillings an arroba"



at San Pedro, or 14 shillings at "Masatlan." All hides would be delivered at San Pedro.

#### "NOT WORTH MORE"

In the agreement, Figueroa asserted that "the just price and true value of the land is that fixed in the deed, and that it is not worth more, nor could he find anybody who would have given him as much for it."

The "houses of adobe" mentioned in the inventory of the rancho were constructed about 1804 by Juan Jose Nieto, according to various historians, and he resided there, on the site which subsequently became the hacienda of Don Abel and Dona Arcadia Stearns, and is now the home of Mr. and Mrs. Fred H. Bixby. The thick walls of one or more of Nieto's "houses of adobe" the oldest construction in the vicinity of Long Beach, constitute an important part of the Bixby's residence.

The United States Land Commission confirmed Stearns title to Los Alamitos in February, 1855, and in August of that year United States District Judge S. K. Ogier denied a petition by United States Attorney Pacificus Ord that the Commission's decision be reversed.

Stearns and his wife seem to have resided chiefly in their Los Angeles home, which became known as "Don Abel's Palacio," and which he built on the site where he formerly had a general merchandise store.

Stearns had been a confidential agent for United States Consul Larkin in the so-called "peaceful conquest" of California, during which Don Abel was said to be "neutral." He was a member of the first State Constitutional Convention after California became a part of the United States. He served in later years as a City Councilman of Los Angeles, as County Supervisor and as State Assemblyman.

#### \$20,000 LOAN UNPAID

The catastrophic drought of 1863-64 proved fatal to many thousands of cattle on Rancho Los Alamitos, and his huge losses caused Stearns to mortgage the rancho to Michael Reese, San Francisco capitalist, for \$20,000. Stearns needed the money for completion of the Arcadia Block in Los Angeles, which later was described as "the most valuable business property south of San Francisco." Both interest and principal payments were defaulted, and the rancho passed into Reese's hands.

In 1860, Stearns was by far the largest owner of cattle in California, and even at the time of his death at the age of 72, in 1871, he was reputed the largest owner of land in the southern part of the State.

Despite his numerous and pressing liabilities, "he succeeded in keeping most of his huge holdings intact," said Dr. Robert G. Cleland, author of "The

Cattle On A Thousand Hills." Los Alamitos was the only rancho he lost.

"More fortunate than many of his contemporaries, Stearns escaped bankruptcy by disposing of his holdings to a trust," Dr. Cleland wrote. "From this, on the basis of \$1.50 an acre for 176,000 acres, he received sufficient cash to liquidate his mortgages and other obligations. He also retained an eighth interest in the subsequent profits of the trust."

## **Los Cerritos Under John Temple**

John Temple, a native of Reading, Massachusetts, came to California in 1827, when he was 31. In 1830 he married Dona Rafaela Cota, a descendant of Manuel Nieto and one of the heirs to Rancho Los Cerritos. In December, 1843, he became master of that 27,000-acre expanse, having paid about \$3,300 for the Cerritos interests held by his wife's brothers and sisters. Temple had taken Mexican citizenship and become known as Don Juan.

Among documents which have been preserved are the order by United States District Judge Isaac S. K. Ogier, filed March 4, 1856, confirming Temple's title to Los Cerritos, and transcripts, both in Spanish and English, of all the evidence presented at the hearing. A re-grant of the rancho in 1834 to Dona Manuela Nieto de Cota, mother of Rafaela Cota, contained a clause calling for the construction of a house somewhere on the ranch within a year. This, conceivably, was to assure conformity with requirements in the original grant to Nieto by Governor Pedro Fages. Governor Jose Figueroa confirmed the division of the grant in 1834 and declared the respective heirs owners in fee simple.

When Temple and his wife took possession of their Los Cerritos domain, the small adobe structure erected in compliance with the building order was the only house on the rancho. It stood on the west slope of a hill just above the (old) San Gabriel River. The ruins of the old Cota house, as it was called, crumbled into decay many years ago.

Temple is believed to have begun in the early 1840's to construct the commodious, two-story adobe residence which figured prominently in early Los Cerritos history and was restored in 1930 by the late Llewellyn Bixby. His sister, the late Sarah Bixby-Smith, knew the big old house intimately in her girlhood days, and her description of it in her book, "Adobe Days," published in 1925, serves to provide a good picture, in many respects, of the historic place as it is today.

### **HISTORIC HOUSE DESCRIBED**

Don Juan imported bricks from the East, shipping them around the Horn, Mrs. Bixby-Smith wrote. The bricks were used in the foundation of the

house, for paving two long verandas, for marking off the garden beds, and for lining a 60-foot well and building a large cistern. From the northern forests of California he obtained handhewn redwood, which he used for the beams, floors and other interior woodwork, and for the 12-foot fence about the large garden.

"The walls of the house," her description read, "were of the usual large slabs of sun-dried adobe, made on the spot. The house was built with a two-storied central portion, 100 feet long, with two one-storied wings about 160 feet in length, extending toward the river. The ends of these were joined by a high adobe wall in which there was a single gate, its heavy wooden doors being closed at night during its earlier history, but seldom during the later period.

"Originally the roofs were flat and roofed in the usual Southern California fashion, first a layer of redwood planks, then a covering of sand or gravel, over which was poured hot brea (asphaltum) from the open beds beyond Los Angeles . . . When the summer sun was hot on the roofs the asphalt grew so soft that we could dig it out with sticks and shape it with our fingers. Uncle Jotham (the late Jotham Bixby) soon tired of rain inside the house in winter, no matter how much he prayed for it outside, so that very soon after he moved into the adobe, he added a good, old-fashioned Yankee roof to the main portion of the house."

"The rooms were dimly lighted, because the windows were high, rather small, and on account of the thickness of the adobe wall, deep set; upstairs there was more light, as those walls were but two feet thick, the lower ones being about three."

The house was said to have been the largest and most pretentious of old California rancho homes.

When Temple sold the rancho for \$20,000 in 1866, after suffering heavy losses due to the disastrous drought of 1863-64, he said he had spent more than that amount on a remarkable garden which spread over at least two acres in front of the house.

John Temple opened the first general store in the pueblo of Los Angeles. The first market in the city was his, standing on the site where the City Hall was built years later. The first office building in Los Angeles was the Temple Block, built by him and his brother. John Temple was a member of the firm of Temple and Alexander, which for five years, 1844-1849, owned the only general store in San Pedro and, it is said, handled all the forwarding business from the port during that time. The first four-wheeled carriage in the area now included in Los Angeles County—except an old fashioned Spanish vehicle of the San Gabriel Mission padres—was a "rockaway" which Temple and Alexander bought in 1849, paying \$1,000 for the vehicle and two horses.



Don Juan took up building and ranching, developing huge stock and farm interests. He made large investments in Mexico, and is said to have been the lessee of the government mint of Mexico at the time of his death.

#### RANCHO ACTIVITIES

At the height of Los Cerritos' prosperity under Temple, the rancho pastured 15,000 cattle, 7,000 sheep and 3,000 horses. The great event of the year was the annual round-up preceding the slaughter of cattle, the sale of hides and tallow being the main business of the Cerritos at that time, as it was, also, of Rancho Los Alamitos.

Many gay balls were given at Los Cerritos. Bullfights, in an enclosure, one side of which was the north wall of the main courtyard, provided occasional diversion, and an annual horserace over a course from the south side of Signal Hill and back to the starting point was an inter-rancho event. Temple was host at a gala fiesta, to which all the spectators were invited, after his "magnificent bay, El Besero," won the most famous of the races.

Temple was appointed alcalde of the pueblo of Los Angeles in August, 1846. That was an incident of the war which made California a part of the United States. The conquest of the "Californians" by the Americans is the subject of the following article.

The decade of the 1850's was a prosperous one for Los Cerritos and Los Alamitos. Then came the floods of 1861-62, to be followed by the two years of extraordinary drought, and in 1866, Temple sold the Cerritos to Flint, Bixby & Company. He died in San Francisco during that year, at the age of 70.

In the State Surveyor General's report concerning old land grant ranchos in Los Angeles County, the date of the Rancho Cerritos patent was given as December 7, 1867, when the property was said to comprise 27,054.36 acres.

### **Conquest of California**

"With the sailors, the Marines and the California Battalion of Mounted Riflemen, we entered the 'City of the Angels', the capital of California, on the 13th of August, and hoisted the North American Flag."

So stated, in part, a proclamation issued August 17, 1846, by Commodore R. F. Stockton, who signed it as "Commander in Chief, and Governor of the Territory of California," when he first brought to this vicinity the war by which the United States acquired California from Mexico.

Stockton had come south from Monterey to San Pedro. There was no show of opposition at Los Angeles. The enemy had fled from its camp on the mesa as he approached.

Los Angeles had to be taken again, and a series of battles between the Americans and Californians preceded the signing of the Treaty of Cahuenga Pass the following January 15, by which the Mexicans yielded the Province of California to the "foreigners."

After the first American entry into Los Angeles, Stockton placed Don Juan Temple in office as *alcalde*, a post comparable to the office of mayor, ignoring the *pueblo's* *ayuntamiento* or city council, which had been elected in January to serve for a year.

A month later a serious uprising occurred because of well-founded resentment among the Californians against Lieutenant A. E. Gillespie, who had been left in charge in Los Angeles by Stockton when he returned to the north. Temple then asked and received permission to abandon his official post and retire to his Los Cerritos hacienda.

B. D. Wilson, whom Stockton had left, with 20 men, to guard the San Bernardino frontier, was captured by the Californians, and he and his men were taken to Temple's rancho home for safekeeping. Wilson was the late General George S. Patton's grandfather. Mount Wilson was named in his honor.

The Cerritos hacienda was headquarters for the greater part of the Californian army when, in October, troops under Captain William Mervine, who had landed at San Pedro and started for Los Angeles, were repulsed at the Dominguez rancho by a well-mounted force of Californians with an old four-pounder cannon mounted on a pair of wagon wheels. Six Americans were killed and many wounded. The dead were buried at what previously had been named Deadman's Island.

Mervine had brought a force south on the U. S. Frigate Savannah after news that the Americans in Los Angeles were threatened with a disastrous onslaught by the Mexicans. This news had been carried to Stockton by Juan Flaco in one of the most remarkable wartime horseback rides in history. Lieutenant Gillespie had surrendered, before Mervine's arrival, on the condition that he and his men march peacefully to San Pedro and "embark on the first ship coming to port." They disembarked again, however, to join Mervine's party on the Savannah, which entered port as they were about to sail.

Later in the same month, Stockton returned to San Pedro, determined to make another attack upon Los Angeles; but, by a ruse in which the Californians' general, Jose Carrillo, Temple and Wilson conspired, Stockton was given a greatly exaggerated idea as to the number of Carrillo's troops. As a result the Commodore recalled his own men to his ship, the Congress, and sailed for San Diego.

"Caballeros, driving all the other horses that could be assembled from the ranchos and circling through a depression in the hills, had passed and repassed along a gap where the road leads through from Palos Verdes to the

San Pedro landing," according to B. D. Wilson's narrative. By this trick the Commodore had been deceived.

Carrillo regretted that the demonstration had been so effective that Stockton would not come ashore. The object of the ruse had been to cause the Commodore to consider favorably a message that Wilson was ready to present under a flag of truce. The message expressed Carrillo's hope that "no more blood will be shed on either side during the pendency of the war in Mexico, when the fate of this country will be decided upon."

Three battles were yet to be fought before the Americans retook Los Angeles. At the Indian village of San Pasqual, General Stephen W. Kearny's force of 120 men engaged in the bloodiest fight of the war. Eighteen Americans were killed outright, and three others died of wounds.

On January 8, 1847, according to Bernard De Voto, in the "Year of Decision, 1846," Stockton and Kearny met the "only sizable force of armed Californians remaining," and drove them from their San Gabriel River position. After another victory, the next day, the Californians began to slip away, "and on January 10, Stockton and Kearny entered Los Angeles again; the presidio was American again."

"The Californians melted northward and ran into Fremont, who accepted their eager surrender," De Voto stated. "This amnesty ignored Kearny's authority, robbed Stockton of a victory and a proclamation, and was contrary to the intention of both."

The Articles of Capitulation signed at old Rancho Cahuenga, January 13, 1847, marked the Mexican surrender of California to the United States.

## **Bixbys' Advent; Cerritos Purchase**

Because the decrepit sidewheeler Northerner hugged the coastline closely in proceeding from the Isthmus of Panama to San Francisco, in 1851, and because it was temporarily in seeming peril of going ashore in the vicinity of what is now Long Beach, men who were on the old steamship participated in the purchase of Rancho Los Cerritos fifteen years later.

Among the passengers on the Northerner were two brothers, Lewellyn Bixby and Amasa Bixby, Jr., and their cousin, Dr. Thomas Flint.

Before the vessel had been steered out of danger off the local shore, the Bixby brothers and Dr. Flint observed with interest the broad mesa here and the herds of cattle grazing thereon. Impressed by the sight, the men talked about the attractiveness of such a location for a ranch.

So it happened that, when the firm of Flint, Bixby and Company learned in 1866 that the same ranch was for sale for \$20,000, a decision to investigate



the property further was reached quickly. Benjamin Flint, brother of Dr. Thomas Flint, being considered well qualified to pass upon property values and ranch and business opportunities in California, was asked by the other members of the firm, Lewellyn Bixby and Dr. Flint, to go to southern California and look over the Cerritos. His favorable report resulted in the firm's purchase of the rancho.

A remarkable experience of the Flint brothers and Lewellyn Bixby in the early 50's should be mentioned here. In 1853, after they had returned to the East from San Francisco, they drove some 2,400 sheep across the country from Illinois to California, and, from Salt Lake City, 110 cattle. They financed this undertaking by pooling about \$10,000 worth of gold dust, which they had accumulated in California.

#### TEN OF FAMILY COME WEST

Lewellyn and Amasa, Jr., who disembarked from the S. S. Northerner at San Francisco July 7, 1851, were the first of ten children of Mr. and Mrs. Amasa Bixby, Sr., of Norridgewock, Maine, to travel to California, several of them destined to be connected with the very beginning of Long Beach.

Two of the brothers sailed around Cape Horn to the same California port in 1852. They were Jotham and Marcellus. Four other brothers, Amos, Henry, Solomon and George, and their sisters, Francina and Nancy, followed at intervals.

When Flint Bixby and Company purchased the 27,000-acre Rancho Los Cerritos, Jotham Bixby was made its manager and soon afterward acquired a half-interest in the property for \$10,000.

The deed by which Temple had transferred the rancho to Benjamin Flint, Thomas Flint and Lewellyn Bixby was dated February 23, 1866, and described the property as follows: "All that tract of land situate in the County of Los Angeles, State of California, known by the name of 'Los Cerritos' and bounded on the south by the Pacific Ocean, and on the other sides by the Ranchos called San Pedro, Santa Gertrudis, Los Coyotes and Los Alamitos, being the same tract granted by Jose Figueroa, Governor of California, to Manuela Nieto the 22nd day of May, A.D. 1834."

After their arrival in California, Jotham and Marcellus Bixby had engaged first in placer mining and later in sheep ranching. When the drought of the '60's made it difficult to maintain their increasing flocks on the government range in San Luis Obispo County, Marcellus sold his interest in the sheep business to Flint, Bixby & Company. Jotham brought his sheep to the Cerritos, acquired a half interest in the company and its name was changed to J. Bixby & Company.

Jotham had made a trip back to Maine in 1862, when he and Margaret Hathaway, daughter of a Congregational minister in Showhegan, Maine, plighted their troth. During the same year Margaret, then 19, came to California by way of the Isthmus of Panama and she and Jotham were married at San Juan Bautista, for many years headquarters of Flint, Bixby & Company. Mr. and Mrs. Jotham Bixby resided there until they moved in 1866 to the two-story adobe house which Temple had built on Rancho Los Cerritos about 22 years before.

"There was not a railroad nor a street car within 500 miles and Los Angeles, the small village, was 16 miles away—by horsepower, not gasoline or electricity," Sarah Bixby-Smith wrote of Los Cerritos as it was when the Jotham Bixbys moved to the rancho.

Nor was there any stove in the kitchen, and on her first morning there Mrs. Bixby "found her Indian boy kindling a fire by the friction of a couple of pieces of wood." Don Manuel Dominguez was the rancho's nearest neighbor. He had built the original adobe house on the Dominguez in 1826.

#### WOOL CLIPS HUGE

Sheep became the main interest of the Cerritos rancho under the new ownership. Importation of Spanish Merino sheep materially improved the quality of the California product. On the Cerritos alone there often were 30,000 sheep, and 200,000 pounds of wool a year were marketed in San Francisco. The first two wool clips realized a sum equal, at least, to the price paid for the rancho. The influence of American enterprise quickly became apparent.

There were two shearings yearly, in the Spring and the Fall, the shearing season lasting five or six weeks. One man would cut from 40 to 80 fleeces a day. The fleeces were dipped in tanks of tobacco and sulphur, to get rid of the soap, and then baled and made ready for shipping.

Under Jotham Bixby's management, various large tracts of the rancho were sold, including first, land along its northern boundary, then 1400 acres to the Wilmington Colony, 6000 acres to the California Co-operative Colony and the 4000-acre American Colony Tract, in which Willmore City (Long Beach) was founded.

Senator William A. Clark, copper magnate and railroad builder, paid \$405,000 in 1897 for 8,139 acres of Rancho Los Cerritos. This was 31 years after Temple sold the whole 27,000-acre rancho for \$20,000. The acreage bought by Senator Clark was known thereafter as the Montana Ranch.

From 1825 until 1867 the old San Gabriel and Los Angeles Rivers united at a point northerly from the dwelling on Rancho Los Cerritos, and flowing past the house, on the west, emptied into the San Pedro estuary to

the southwest. In the flood of January, 1867, the San Gabriel cut a new waterway through the central part of Los Cerritos, and on through the Santa Gertrudis and Los Alamitos ranchos to the sea.

The bottom lands proved richly productive, and artesian wells developed by the Bixbys made cultivation possible elsewhere, as well.

The advent of a new era of small farms and diversified farming was at hand, and townsite development was destined to follow soon.

After residing for 15 years in the Cerritos rancho adobe, Mr. and Mrs. Bixby lived in Los Angeles five years. Thereafter they resided for a quarter-century in a home they built at Ocean Park Avenue (now Ocean Boulevard) and Magnolia Avenue. Then they bought and moved into a brick mansion which had been built at 1800 East Ocean Boulevard by A. D. Myers, known as a Goldfield, Nevada, millionaire, where Mr. Bixby died in 1917, at the age of 86. His widow passed away 10 years later. She was 84.

The brick mansion was damaged extensively by the 1933 earthquake and was razed. The staunch frame house built at Ocean and Magnolia in 1884-85 stood there about 63 years, and in 1947 was purchased by F. G. Smith and moved to a corner in the eastside residence district.

In 1896, Jotham Bixby founded the first bank here, the Bank of Long Beach, of which he continued to be president until his death. The institution became the National Bank of Long Beach in 1903 and three years later it moved into its own new five-story building, at the northeast corner of First and Pine, where the present 13-story bank and office building was completed in 1925. The bank is now the main Long Beach branch of the Security-First National of Los Angeles.

Mr. and Mrs. Bixby founded the First Congregational Church here. In 1897 they gave to the Congregationalist organization the present church site at Third Street and Cedar Avenue, together with little Cerritos Hall, which had been the scene of church meetings since 1887. They also contributed extensively for the building of the present edifice. Mr. Bixby officiated at its cornerstone laying on his 83rd birthday, January 20, 1914.

#### ELDEST SON'S TRIBUTE

"This partnership of Flint, Bixby & Company with Jotham Bixby under the firm of J. Bixby & Co., commenced in 1866," the late George H. Bixby, eldest son of Mr. and Mrs. Jotham Bixby, wrote, 30 years ago. "From this time on until his death, Jotham Bixby had the sole management of those southern California properties in which he and the parent firm, Flint, Bixby & Co., or, later, its successors in interest, the heirs of Lewellyn Bixby, remained equally interested.



"This he did without salary and under a punctilious system of annual partnership accounting, the absence of which, always disastrous, was rather characteristic of some of the old California partnerships.

"As time passed, he acquired other large landed interests for the firm in Los Palos Verdes and Los Alamitos ranchos, and out of his share in the annual profits from time to time invested for his own account in certain other land holdings in Los Angeles, Orange and other counties. He was primarily a farmer and stockraiser and to this end an investor, but never a speculator, promoter or manipulator in real estate! His sense of justice was always keen. He was never a party, plaintiff or defendant, in any lawsuit brought to trial."

At the time of Mr. Bixby's death, he personally owned about 3,500 acres of land surrounding the "Cerritos adobe."

#### HISTORIC ADOBE RESTORED

Llewellyn Bixby, son of one of the purchasers of Rancho Los Cerritos in 1866, restored the historic adobe house about 65 years later, making it his family home. A native of Los Angeles, where he was born in 1879, he lived in Long Beach from 1905 until his death in 1942. He became prominent in banking and other lines of business besides being associated with the family interest in the Bixby corporations. After graduation from the Massachusetts Institute of Technology, he studied law in Los Angeles, but discontinued that when he decided to make Long Beach his home.

Eventually purchasing the Cerritos rancho "adobe," and a number of acres surrounding it, he took particular pride in its faithful restoration in 1930, utilizing the original adobe walls built by John Temple in the early 1840's and retaining also, other original features of the commodious old structure, one of the very few two-story adobe residences and certainly an outstanding example of that type.

The old walls are three feet thick in the first story, and two feet thick in the second. The exterior was coated over in the restoration, as a preservation measure, except for the space where the old height-marks have remained, since the early days, by the front door. Lines and names were found there showing the height of persons living or working on the rancho, each mark identified by a signature.

The old wings, opening upon a large patio, have been preserved well, and the Temple garden was made again a thing of beauty. When he undertook the restoration, Mr. Bixby found that many trees planted by John Temple still flourished, including locust, olive and cypress trees, and osage orange and pomegranates. The agapanthus, presumably from the original plants, and also the ornithogalum, were still to be seen, as well as the old "roses of

Castile." Mr. Bixby mentioned also, "the arbor vitae, now very tall, and the luxuriant rubber tree, one of the largest in Southern California."

Acquisition of the restored "Cerritos adobe" as a historical California landmark, possibly with funds provided jointly by the State, County and City and a \$15,000 contribution by the family, in a reduction of the purchase price, has been urged by various citizens and public officials. Upon recommendation of Lorne Middough of Long Beach, then a member of the State Assembly, Mayor Clarence Wagner appointed a Long Beach committee to study such a proposal. In April, 1944, A. E. Henning, chairman of the Beaches and Parks Division of the California Department of Natural Resources, told the Los Cerritos Landmark Committee the property "would form a highly appropriate link in the state-wide California Centennials program" already being planned for post-war years. An appraisal of the property concerned, including 4.74 acres of land, was made, but no plan for its purchase and maintenance was evolved. In 1948, there were indications that further efforts to consummate the project might be made.

Lewellyn Bixby, whose son restored the Los Cerritos adobe house, lived on the San Justo ranch, near San Juan Bautista from 1855 until 1877. From then until his death in 1896 his home was in Los Angeles.

### **John Bixby "Alamitos" Manager**

Rancho Los Alamitos, sold for \$500 in 1834, changed hands in 1881 at a price of \$125,000. The latter purchase was negotiated by John W. Bixby, who conveyed one-third interests to J. Bixby & Company and I. W. Hellman, Los Angeles banker, and became, himself, a third owner, as well as the rancho's manager. The property was bought from the Michael Reese estate, through the executor, Joseph Rosenberg. Previously, the same partners had rented the ranch for several years.

John W. Bixby had come to California from Maine in 1871 and was employed on the Cerritos ranch by Jotham Bixby, his cousin. When the Alamitos was rented, John was made its manager, and in 1877 he, with his wife, formerly Miss Susanna Hathaway, and their little son, Fred Hathaway Bixby, moved from Wilmington to the historic ranch house that still is the Fred H. Bixbys' residence.

In her book, "Adobe Days," published in 1925, Sarah Bixby-Smith, daughter of Lewellyn Bixby, gave a most interesting account of the John W. Bixbys' rehabilitation and improvement of the old rancho house, the adobe walls in which had been built by Juan Jose Nieto about 1804.

"Many people now familiar with Southern California," she wrote, "have seen the old house surrounded by trees that is on the brow of a hill out on Anaheim Road beyond the Long Beach Municipal Golf Links. That is the old Alamitos ranch house. When my uncle and aunt, (Mr. and Mrs. John Bixby), first went there to live, it was almost a ruin, and the only growing things about it were one small eucalyptus tree and one fair-sized pepper tree.

"It was what grandfather called a 'notable housewife' that undertook the rehabilitation of that wreck of a house. Gradually, as the young couple got ahead, improvements were made, each one to be rejoiced in and enthused about by the interested visiting relatives. I remember when certain doors were cut, when the windows were enlarged, when the lawn first went in, when two fuchsia bushes were brought from Los Angeles (one of them is still in its place, bravely blossoming), and a rare yellow calla.

"The growing habits of the place persist; it is alive. Every time I go back I find some new thing, now a garden, now a modern heating plant skillfully contrived to circumvent the cellarless condition and massive walls; last of all, a cactus garden boasting some imported sand to simulate a desert."

"The vision and industry of one little woman made here," the chapter concludes, "one of California's most charming homes, whose generous hospitality, continued by her son and his wife, have made the old place widely known. It is a rare thing in this new country to find a house that has been occupied continuously by one family for almost fifty years." Almost a quarter-century has passed since those lines were written.

John W. Bixby stocked the ranch with sheep, cattle and blooded horses. Besides shipping to San Francisco profitable clips of wool, he developed a large cheese-making business, 200 cows being milked night and morning.

Mr. Bixby was a member of the Long Beach school district's first board of trustees. The total number of votes cast at the election of the three-man board was 35. That board called the first bond election of any kind in the school district area, which was much larger than the original townsite of Long Beach, and the first structure erected here for school purposes was begun at the southwest corner of Sixth Street and Pine Avenue.

In 1886, John W. Bixby planned the townsite of Alamitos Beach, east of Alamitos Avenue. After his death, May 2, 1887, the Alamitos Land Company, which included his heirs, made extensive additions to his townsite plan, on both the east and the north.

He set aside the land for Alamitos Park, later deeded to the city and eventually renamed Bixby Park, and helped set out its first trees and shrubs.

Mr. Bixby's death when he was 38 followed a very brief illness and occurred on the night of the arrival of the first shipment of machinery he had ordered for the original pumping plant of the water company.



The section of the old rancho on which Fred H. Bixby resides comprises 3500 acres. Among his special interests are those which appealed to his father when the latter managed Los Alamitos, namely, cattle, horses, and general farm produce. Mr. Bixby was president of the American National Live Stock Association from 1922 to 1925. A member of the State Agricultural Society's board of directors for more than 16 years, under five Governors, he received his third annual appointment as president of the Society from Governor Earl Warren in 1947.

Concerning the very old adobe walls of the family residence, Mr. Bixby said, "Those walls are about three feet thick. In the 1933 earthquake some said: "Those walls are about three feet thick. In the 1933 earthquake some The old adobe bricks, which were dried in the sun, were held together, not by ordinary straw, but by what we call rye and wire grass, which are tougher."

Both "La Casa de Los Alamitos Rancho" and "La Casa de Los Cerritos," landmarks of the two vast old ranchos, were designated in 1937 by the Advisory Committee of the Historical American Buildings Survey as homes possessing "exceptional historic or architectural interest," and being worthy of most careful preservation for the benefit of future generations.

This was announced by Harold Ickes, Secretary of the Interior, in statements dated October 1, 1937. The statements, identical save for the name designating each "casa," conclude: "To this end a record of its present appearance and conditions has been made and deposited as a permanent reference in the Library of Congress."

### III

## BEGINNING OF A CITY

### Colony and Townsite Plans

In 1868, when the Central Pacific and Union Pacific were building toward Ogden, Utah, where their junction would complete the first transcontinental railroad, Leland Stanford, president of the Central Pacific, suggested to the San Francisco Chamber of Commerce the establishment of an International Immigrant Union for the purpose of encouraging "a good class of foreigners from Europe and Canada" and citizens of the Eastern States to settle in California.

His recommendation was acted upon, the organization opened headquarters in Baltimore and "world-wide advertising" of California began.

When the transcontinental line was completed in 1869, the San Francisco Chamber of Commerce established a second company, the California Immigrant Union, for the purpose of taking charge of large estates, subdividing them into small farms and disposing of them to settlers at "reasonable" prices and on easy terms. Railroad managers, bankers, land owners, merchants and others of the bricks were thrown off the partitions, but the damage was soon repaired. was supported by subscriptions from its members to the amount of about \$36,000 a year. Jotham Bixby was one of the directors and a liberal subscriber.

In 1876, William Erwin Willmore was made manager of the California Immigrant Union's Los Angeles office, situated in a building erected by John Temple, former owner of Los Cerritos. In 1880, Willmore was able to report to William H. Martin, the Union's general agent in San Francisco, Jotham Bixby's approval of a suggestion that an "American Colony Tract," tentatively planned as a 10,000-acre project, be subdivided on Rancho Los Cerritos and offered for sale.

The tract was to include "ample townsite, college grounds, and all the latest improvements."

Willmore evidently had overly optimistic hopes of capturing for his dreamed-of town a Southern California university project which Methodists in Los Angeles, were considering as early, at least, as the Spring of 1879.

Their efforts resulted in the establishment of the University of Southern California in that city, and the cornerstone of its first modest building actually



#### EARLY-DAY PINE AVENUE VIEWS

Top Picture, Taken in 1886, Looking North on Pine from Near "Ocean Park Avenue", Shows Store of W. W. Lowe, which also housed first Post Office. Mr. Lowe Was Named Postmaster in 1885. Lower Picture, Taken About 1900, Shows First-and-Pine Corner. (Public Library Photographs).





was laid October 4, 1880, two months before publication of the Los Angeles newspaper article about the "American Colony."

It is an interesting fact, however, that Judge R. M. Widney and Rev. A. M. Hough, Los Angelans who were pioneers and leading figures in the founding of U.S.C., became prominently identified with Willmore City and Long Beach, as it was renamed in 1884.

#### CERRITOS COLONY

Prior to Jotham Bixby's approval of the American Colony Tract project in 1880, he had offered land for sale in a tract of several hundred acres in what is now the northwestern part of Long Beach, where the Cerritos Colony developed. That farm settlement antedated by four or five years the actual survey of Willmore City.

Among pioneer settlers in the Cerritos Colony were families whose names became prominent in the annals of Long Beach. Elijah Teel bought 75 acres near Willow Street and Pico Avenue from Mr. Bixby in 1878. His son, James A Teel, lived within the present city limits of Long Beach from 1879 until 1939, when he died. On January 28, 1948, his widow, Mrs. Lula Teel, had resided in Long Beach continuously since she came here as a bride 66 years before.

The late Lafayette Saunders bought 40 acres at Hill and Atlantic, also in 1878. The R. B. Robinsons bought acreage in 1882, on what is now Pacific Coast Highway. Both Robinson and Saunders became members of the old Cerritos District school board. Robert Martin Walter Martin, their sister, who became Mrs. Alfred Owens; Russell Kingcade, Byron Lyster, Miss Mattie Mundell, the Enoch Loper family and George W. Farrington, who became the second postmaster of Long Beach, were among other early-day residents in the Cerritos Colony area, then a fertile farming section.

When Willmore discussed the American Colony tract project with Mr. Bixby in 1880, he said the idea had come to him 10 years before that the area where Long Beach is today would be "a magnificent place" for a colony, or townsite. Walking toward Anaheim Colony from Wilmington, where he had just disembarked for his first visit in California, Willmore had stopped, he said, at about where Anaheim Street crosses American Avenue, and looked over the rancho to the north and then southward toward the Pacific.

"In my thoughts at that time this town was really born," Willmore told a Long Beach assemblage 15 years after his ambitious attempt to consummate a \$100,000 land-selling and town promotion project on Rancho Los Cerritos had ended in abject failure, so far as he was concerned. It seems to be acknowledged generally that he was the first to dream of a city to be built here beside the sea.

## 1880 "AMERICAN COLONY" MAP

During 1880, a Los Angeles newspaper reported receiving from Willmore "a map of the plan for the American Colony," the tentative 10,000-acre project including a section fronting on the ocean as a townsite, with a farming colony north of Tenth Street. The townsite, supposed to consist of 350 acres, was un-named on the original map.

Commenting upon the project, the Los Angeles newspaper stated: "The soil of the Cerritos is noted for its fertility, and one of the most gratifying things about the program is that the lands are to be sold at reasonable rates, ranging from \$12.50 to \$25.00 an acre, according to the locality, quality of the soil, etc. We see no earthly reason why Pasadena, Anaheim, Santa Ana and Gospel Swamp (an Orange County settlement), should not be duplicated on the Cerritos ranch if the promoters adhere to their published schedule and do not tire of selling their 40-acre farms at prices which the colonists can cheerfully pay."

Throughout 1881 a widespread advertising campaign was carried on by the California Immigrant Union. Space in at least 100 newspapers and 35 magazines was used to spread the news that the American Colony Tract was being "subdivided in fifteen, twenty and forty-acre farms which will be sold to colonists at low prices and on easy terms."

Efforts to organize a tourist excursion of prospective colonists finally succeeded. On February 16, 1882, about 60 persons, occupying two "tourist" sleeping cars attached to a freight car, left Kansas City, Mo., for Los Angeles and the American Colony Tract. Willmore escorted the party. Each excursionist took along his own bedding and cooked his own food, a gasoline stove being provided for the purpose. The party reached Los Angeles February 24, and a day or so later, when wagons were available, visited the American Colony Tract.

At a subsequent meeting in Los Angeles, 14 members of the party signed "resolutions" to the effect that:

"Said lands are unsurpassed in the Los Angeles Valley. They are cheap at the contracted price, viz., \$25 per acre. The three flowing artesian wells thereon, with others that may easily and cheaply be provided, and the water facilities from the San Gabriel River, promise abundant water for irrigation and other purposes. The six miles of beach fronting on the townsite of this colony is unsurpassed on this continent. We believe there is good promise that the proposed town will become a very desirable and popular seaside resort as well as a business center for a large area of country. The said townsite, two and a half miles distant from the important harbor of Wilmington, bids fair, at an early date to become a railroad center. We expect, when a suitable joint stock company is organized, to purchase and improve a part of the colony



lands, to become a shareholder, and will advise our neighbors in our respective towns to join the colony and invest their money in the enterprise."

Two families in the party bought land in the tract.

In July, 1882, the California Immigrant Union seems to have withdrawn from the American Colony project, following organization of the American Colony Land, Water and Town Association, with Judge R. M. Widney, prominent Los Angeles attorney, as president and Willmore as secretary. On August 12, there was signed with the firm of J. Bixby and Company, the historic option contract which marked the beginning of an intensive effort to found the town of Willmore City.

Willmore persuaded Judge Widney to take an active interest in the promotion of the townsite, and the Association was reorganized. J. B. Lester became president, Willmore remained secretary, and the "managing committee" consisted of Judge Widney and T. J. Morrison. However, Willmore alone signed the option agreement as "the party of the second part."

#### OPTION AND TOWNSHIP SURVEY

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According to the agreement, which was filed a month later, Willmore was given an option, at \$25 per acre, on the land "bounded on the west by the eastern limits of the Wilmington Colony Tract, on the south by the Ocean, on the east by Rancho Los Alamitos" and extending far enough to the north to include, in all, 4,000 acres.

Of the total price, \$100,000, the sum of \$25,000, with eight per cent interest, was to be paid by December 1, 1882; \$30,000 by June 30, 1883, and the remainder by June 1, 1884.

Willmore could sell any portion of the land except that on which the artesian wells were situated, but the Bixby Company was to receive \$40 per acre from each sale and then join Willmore in deeding the land to the buyers. Money received thus by the Bixby Company was to be deducted from the contract price, and when all payments were complete Willmore was to have a deed to all the land not already sold.

On April 25, Jotham Bixby had sent to San Francisco for Captain C. T. Healey, California's first licensed civil engineer, engaging his services in laying out the townsite which came to be known from 1882 to 1884 as Willmore City. Captain Healey, who had come to California in 1854, was said to have surveyed all Spanish land grants south of San Jose. He had done surveying on Rancho Los Cerritos, in the 1870's.

After a two-day ocean trip from San Francisco, Captain Healey, with his family and members of his survey party, proceeded to the ranch house on Los Cerritos. Mr. Bixby decided to have some urgent work at Wilmington done

first, and it was on August 29 that the party came to what then was called Cerritos Beach.

"We had brought along some poles and bolts of cloth which we bought at Wilmington," Mrs. Healey recounted, years later, "and we made a crude tent-house at Ocean and Pine (where the 12-story Heartwell Building stands now), in which were our dining room and family sleeping quarters.

"Other men in our party had small tents, which they pitched not far away. All our drinking water had to be brought in a barrel from the ranch house of Los Cerritos, five miles away. Our nearest neighbors were two families at widely separated locations on Anaheim Street. To attract the attention of a Chinese vegetable peddler who used to pass along that road en route to and from Wilmington, we would raise a long pole with a cloth tied to it.

"It was a great help when Mr. Bixby furnished us a horse and a buggy. With that rig we would go to Wilmington for mail and supplies. Our food and clothing had to be watched carefully during our camping life. Scorpions were numerous. And there were bad sandstorms. On October 3, after the wind had wrecked some of our tents, scattering papers which contained survey records, our entire party moved out to the Cerritos ranch house. By that time, several families had come to the townsite as 'permanent residents' but no dwellings had been completed."

In later years, Captain Healey served Long Beach and San Pedro as city engineer and was an engineering consultant and arbitrator for the city of Los Angeles. In 1884 the Healeys built a residence on the north side of Ocean Park Avenue (Ocean Boulevard), between Locust and American. Captain Healey died in 1914, but Mrs. Healey lived in that home 47 years, moving to an East Second Street address about two years before her death in 1933. She was prominent in church, civic and women's club activities here. Their daughter, now Mrs. Maud Healey Flint, who was very young when she came here with them in 1882, resides on East Third Street, Long Beach. She is the widow of George C. Flint, whose father, Benjamin Flint, was one of the three men from Maine to whom John Temple deeded Rancho Los Cerritos early in 1866.

Captain Healey established a base line along what is now Broadway. Other streets and avenues were surveyed therefrom.

On October 25, 1882, he filed his completed map of Willmore City, a townsite much of which at that time was covered with wild mustard.

#### "WILLMORE CITY"

A copy of the map has been preserved in the municipal archives here. As the townsite was planned, Magnolia Avenue and Alamitos Avenue were its western and eastern limits, and Tenth Street its northern boundary. There were 122 blocks in the townsite. Those between Seventh and Tenth Streets

were not shown as divided into lots. North of Tenth lay the farm lots of the American Colony Tract, five, 10 and 20 acres in area, the smallest being those nearest the townsite.

Ocean Park Avenue, 175 feet wide, followed the contour of the bluff. One hundred feet of this was to form a driveway. The remainder, between the roadway and the bluff, was to be planted with trees, and except for one or two designated "hotel sites," no buildings were to be erected on that side of the street.

Small parks were to be planned at Ocean Park Avenue's intersections with Pacific and American Avenue. All houses on the north side of Ocean Park Avenue were to be built at least 50 feet north of the property line and every lot was to be guaranteed an unobstructed view of the ocean. The beach was to remain a natural playground for the citizens and visitors. A park area—the Lincoln Park of today—was indicated on the Willmore City map. Willmore's earlier hope for a college here had been abandoned.

Streets running east and west were to be 80 feet wide, and four of the north and south avenues 100 feet, while American Avenue was to be 124 feet in width, with a row of eucalyptus trees down the center. This was to be a show thoroughfare and next in importance to Ocean Park Avenue.

American Avenue lots were to be 250 feet deep and all buildings were to be set back at least 100 feet from the street to give ample room for lawns, trees and flowers.

It is apparent that Willmore originally determined that the town should be a temperance community. However, Mrs. Jotham Bixby is credited with having insisted that a clause forbidding the sale of liquor, under penalty of reversion of the property, be inserted in the deeds to townsite lots.

This was done, but subsequently Willmore gave quitclaim deeds to several lots, wherein the prohibition clause was discarded. The northwest corner at Pine and Second (Broadway) thus became the location of a saloon, the only site where a liquor establishment ever was licensed in the early days of the town. Long Beach was legally "dry" from 1900 until "Repeal" in 1933.

Willmore's plans for setback restrictions on certain streets, and various other of his townsite ideas, were either merely matters of suggestion or of verbal agreement and were abandoned by him or his successors.

J. H. Smith and T. J. Morrison, members of the original colonist excursion, became townsite settlers here. Morrison was made a member of the town company's managing committee. Smith became the company's agent. He built a 2-story, 12-room hotel, the Bay View, the first hostelry here, on Pine Avenue near First Street.

Other families locating in the townsite in 1882 were those of J. R. Cook, Stephen Bush, W. L. Briggs, J. S. Seeley, J. B. Reeves, D. D. Fox, and George



Reed. The Cooks' house, at what is now 327 Pine Avenue, was the first real residence actually completed in the townsite. Mr. Cook was given two 25-foot lots, then valued at \$25 each, in return for \$50 worth of work with his team and wagon. About 1900, the Cooks sold the property for \$20,000.

#### COULDN'T SEE THE "CITY"

When J. R. Cook drove from San Diego County earlier in 1882 to look at lots which had been advertised for sale in the proposed town of Willmore City, he unwittingly kept going west on Anaheim Road until well past the townsite, for, as Jane Harnett wrote, "a tent or two, a couple of wooden floors and a few piles of lumber made but little impression on the landscape" to the south. When Mr. Cook ascertained from a passerby just where Willmore City was, he turned back, following the directions given.

Soon after he started building his home on the lots he dug a water well there, obtaining at a depth of 32 feet the first drinking water developed in the townsite. His daughter, Amy, became the first Willmore City bride, when in 1884 she married Joseph Rowse.

Mr. and Mrs. George Reed were parents of the first child born in Willmore City, a girl. Willmore offered to give them a lot at the northwest corner of Ocean and Pine Avenue if they would name the baby in honor of the townsite. Mrs. Reed suggested Wilmoretta, but her husband demurred. He did not care for a lot here, anyway. The child was named Ruby May.

What has been referred to frequently as the "first house in Long Beach" was a little, rough-board structure built in the late 1870's in a location now described as "on the south side of First Street and west of the alley between Pine and Locust Avenues." It was the handiwork of members of the Archibald Borden family, who had a ranch a Downey and who rented acreage on the Cerritos and Alamitos ranches for farming. Some of the acreage was in the vicinity of First and Pine.

Thomas C. Borden, one of Archibald's sons, and his bride, the former Matilda Sackett, spent their honeymoon at the little house, or "shack," in 1880, and also were there during the farming season in '81.

"Following the harvest, the Bixby sheep were turned in upon the stubble of our fields," Mrs. Borden said here, in an interview years later. She and her husband came to Long Beach to live in 1902. Ten years later, Mr. Borden, then a Long Beach mounted patrolman, was shot and killed in his home by a burglar. Their son, Major A. D. Borden, a World War I veteran, has been a Veterans Administration executive for many years.

If still standing on its original site when the survey of Willmore City townsite was made in 1882, the Borden "shack" was unoccupied.

Willmore City and the American Colony Tract were "in direct communication with the whole railway system of the United States" in July, 1882, according to an announcement in the Los Angeles Daily Commercial, but, in fact, about three miles intervened between the townsite and the nearest railroad point—on the Southern Pacific line which connected Los Angeles with Wilmington and San Pedro.

#### AMERICAN COLONY RAILWAY

On August 15, however, Willmore and Widney signed a contract whereby the latter was to obtain a right-of-way across "the flats" to the west limit of the townsite, construct a "street railway" over that right-of-way through the town, operate the line for at least two years and plant eucalyptus trees along each side of the track. In return, he was to be given the privilege of buying blocks of land in the townsite at \$40 per acre. Five days after this agreement was signed, Widney procured the right-of-way. The survey was begun, and the American Colony Railway Company was formed, Widney subscribing all but \$40 of the \$3,000 capital stock. At his request, four others took shares at \$10 each.

Stephen Bush, W. L. Briggs and J. S. Seeley, who were carpenters, were employed to carry out the construction of the line, with such assistants as they could procure. According to a description left for posterity by Mr. Bush, ties of three-by-four redwood were laid in the ground six inches apart and notched at either end. In the notches, three-inch pine scantlings were laid for rails, the rails and ties being held together by spikes. Judge Widney designed the cars, which were built here. The wheels were cast in Los Angeles.

According to Frank E. Cook, son of J. R. Cook, and who was employed as a driver on the old horsecar line, the original Willmore City terminus of the track was near Fourth Street and Chestnut Avenue. Thenard Station was the Southern Pacific point to which the line extended.

An auction of Willmore City lots, advertised for a date in the late fall of 1882, was expected to attract a large number of people from Los Angeles and vicinity, and strenuous efforts to complete the car line by that time succeeded. A special train from Los Angeles delivered six carloads of people at Thenard.

According to an oft-repeated story, when the visitors boarded the horse-drawn cars and the conveyances started for Willmore City the rails broke under the strain, the passengers alighted and many of them literally put their shoulders to the wheels so that the trip could be completed. This, it has been said, was the origin of the sobriquet, "Get Off and Push Railroad," by which the line came to be known.

Another reason for the name was given, however, in a description of the line written after a primitive steam engine, brought here from New Orleans in 1886, had supplanted the horse as motive power for the American Colony Railway. That later description contained the following:

"When the foot of a hill between here and Thenard was reached, the engine would gradually slow down and come to a stop. The engineer-conductor would 'scotch' the rear wheels and deputize the men who were passengers to get off and help push the train over the hill while the ladies rode."

Attorney E. C. Denio, who arrived in Long Beach via the "Get Off and Push" line, states that the "hill" mentioned in the foregoing paragraph was at the west end of the village of Long Beach, where the track went down from the mesa to the "flats," across which the American Colony Railway proceeded to Thenard.

According to the long-ago description the engine "was so constructed that it had to be started with a metal bar, and was covered with a wooden jacket which used to catch fire when the boiler was hot enough to make good steam." It was a "wonderful" part of a "real steam train" which included also a baggage car that was a "mere platform on wheels" and a passenger coach which "was the old horse-car in disguise."

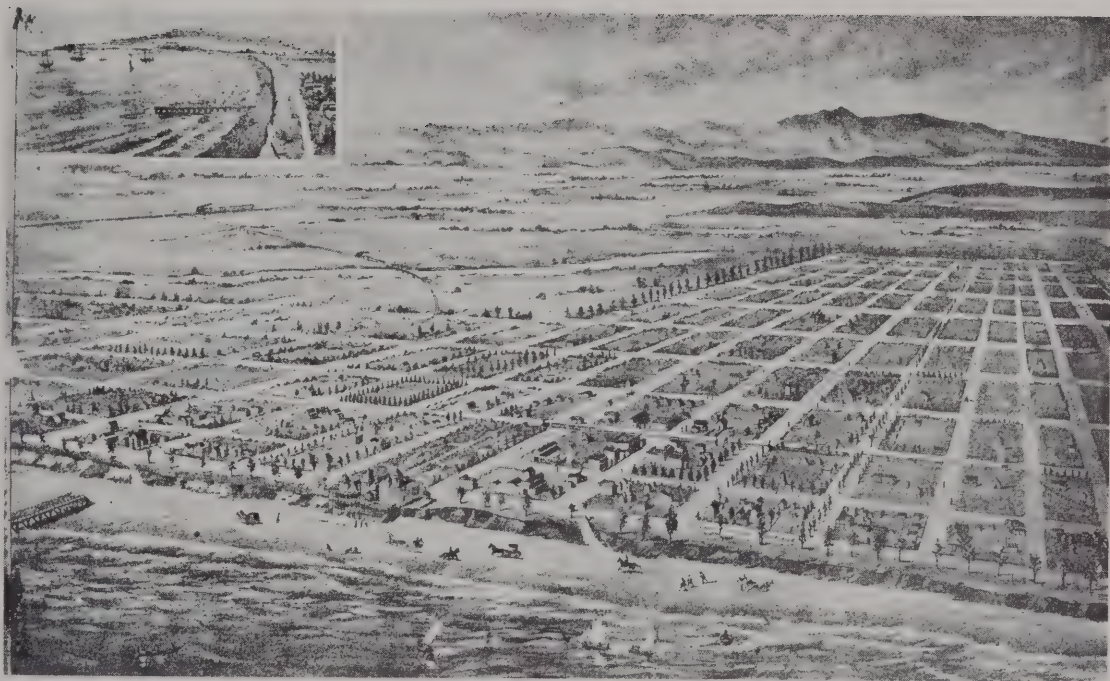
Charles S. Hussey, early-day Justice of the Peace here and Los Angeles Times correspondent, wrote a humorous poem entitled "The G.O.P. R.R.," which was published in the Times and elsewhere. Major Brewster Kenyon stated recently that Hussey showed the poem to him before it was published. The theme of the poem was based entirely upon the characteristics and antics of the primitive steam engine, no mention being made of the earlier horse-drawn cars. Each stanza of the poem ended with the lines:

"Oh, everyone, get out and push  
On the G.O.P. R.R."

In the auction in 1882, 36 lots were sold. The highest price paid for a lot on Ocean Park Avenue, was \$105, the lowest \$25 and the average \$70. A young Englishman employed as a rancho vaquero is said to have bid \$50 for the northwest corner of First and Pine, although fellow employees ridiculed his purchase and advised him to refrain from paying anything in addition to the original "\$10 down." Later, he traded the lot for a Mexican saddle.

Late in 1882, in preparation for the next summer season, the townsite company erected the first bath house, small and crude and built of rough redwood, on the beach near Pine Avenue. Judge Widney improved his railroad, making the route somewhat more direct and doubling the number of ties.





#### SKETCH OF LONG BEACH IN 1887

This Authentic Drawing by Early-Day Artist Indicates Buildings Then in the Village, gives Street Names, Shows Railway Line on Which Southern Pacific Had Begun Service from Long Beach to Junction with its Los Angeles-Wilmington-San Pedro Line at Thenard. Largest Building, on Bluff, Center, Long Beach Hotel, Burned in 1888. Row of Eucalyptus Trees is Shown in American Avenue. Also Shown is Shore End of Magnolia Avenue Pier.



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**CONTRACT "ABANDONED"**

In June, 1883, the little Bay View Hotel was filled with guests and many families camped on the beach. But when the next Winter came on, the town was little if any larger than a year before. That Winter proved an unusually rainy season. Floods twice washed out the little car line. Willmore made desperate efforts to sell more lots and interest various organizations in establishing themselves here, but to no avail. He had been unable to meet either of the first two payments called for in his option contract and as June 1, 1884, approached he realized that the project was a hopeless failure, so far as he was concerned. For on that date was due the final payment on the \$100,000 called for under the option.

In the County Recorder's Office was filed a document which he signed, late in May, and which read, in part: "I hereby abandon all interest in said contract and all claims thereunder, in favor of said first parties to said agreement. Consideration therefor, one dollar."

Willmore left the scene of his futile labor, seemingly heartbroken. He went to Arizona, where it was said, he suffered a sun stroke which seriously affected his health.

"Mr. Willmore dropped from sight after relinquishing 'his option,'" stated Frank Cook recently, "and when he returned some years afterward he told me a surprising story. He said he could not remember what happened in connection with his departure from Willmore City, but that he 'came to' in a boxcar in Southern Arizona, 'badly beaten up.' How he got there he did not know.

"Later on, when I was City Clerk, and after Willmore had been an inmate of the County Farm for a while as a result of his destitute circumstances and his breakdown in health, he asked me if I wouldn't prepare a paper which people might sign, subscribing money for him to use in starting a little fruit stand. I did so, starting the list with \$2, and about \$40 was raised in this manner. He opened a stand on Pine Avenue, between First and Second (Broadway), but he was in such condition that he couldn't conduct the business properly, and the venture was a failure."

Willmore was ordered recomitted to the County Farm, but shortly before the date he was to re-enter the institution he expired at the F. A. Crowe residence in Long Beach. In 1913, twelve years later, the Signal Hill Civic Lague placed a monument over his grave in Signal Hill Cemetery, unveiling the stone with appropriate ceremony.

**New Name and Substantial Progress**

Three years after Willmore's failure Southern California was in the midst of a tremendous real estate boom. Property values soared, large numbers of subdivisions were marketed successfully, new townsite projects were under-



taken and much capital was poured into public and private improvements.

A few weeks after Willmore relinquished his option, the Los Angeles real estate firm of Pomeroy & Mills purchased the land described therein, and a little more, for \$240,000. The railroad remained in Judge Widney's hands, and he became a member of a new syndicate formed to take over the townsite and colony property.

Directors of this new syndicate, which incorporated as the Long Beach Land and Water Company, were A. E. Pomeroy, H. W. Mills, Widney, George H. Bonebrake, George R. Crow, C. B. Woodhead, A. M. Hough, S. W. Mott and P. M. Green.

Long Beach had been agreed upon as a new name for the town, following a decision, based upon various reasons, to make a change.

Mrs. W. W. Lowe, who, with her husband and two daughters, located here during 1884, suggested Long Beach the next day after a meeting at which a tentative decision had been reached to re-christen the place Crescent City.

M. H. La Fetra was engaged by the new town company as its first superintendent. His daughter, born July 5, 1884, was the first baby arriving in the townsite following the change to the name to Long Beach.

The oldest present-day resident of Long Beach who was born here was said in 1948 to be Mrs. John E. Wilson, formerly Margaret Cullen. She was born in Cerritos Colony September 20, 1884. Her father, John T. Cullen, was employed on the Alamitos ranch and later was chief engineer of the Alamitos water system for 22 years. The first boy born in the Long Beach area was said to be Courtney Teel, son of Mr. and Mrs. J. A. Teel. He was born in Cerritos Colony, November 11, 1884.

During 1884, a \$50,000 hostelry, the Long Beach Hotel, was built at the edge of the bluff at the foot of Pacific Avenue. The late Frank Miller, in after years manager of the Glenwood Mission Inn at Riverside, was brought here to take charge of the hotel. The place proved so popular that it had to be enlarged from year to year. From the beach the building was five stories in height, three stories being above the bluff. A broad piazza faced the beach. There were 130 guest rooms. Destruction of the hotel by fire November 8, 1888, was considered a severe blow to the town.

During 1884, the Land and Water Company gave to the Methodist Resort Association the block north of Third Street, between Locust and American Avenues, and some other lots, as well, and Long Beach was made the location of the Association's annual religious meetings. The Association agreed to build a \$5,000 Tabernacle, which was begun that year and completed in 1887. Eucalyptus trees were planted throughout the block, to provide shade for tents.

George R. Crow, one of the company's directors, led in the organization here of the first Chautauqua Assembly on the Coast. The company also was given a bonus of many lots for establishing its annual Assemblies here. The Tabernacle, which served also as the town's first church, was for many years one of the most important institutions of Long Beach, and the Methodist Resort meetings and the Chautauqua Assemblies, bringing distinguished lecturers, musicians, and teachers here and attracting throngs of visitors annually, were outstanding in the impetus they gave to the life and development of early Long Beach.

#### TOWN RULES IN 1884

"No objectionable or inappropriate bathing suits will be allowed under any circumstances, and all attempts to use such will be promptly punished under the criminal laws of this state."

Thus read what probably was the first bathing suit rule promulgated in Long Beach. It is quoted from a leaflet which was titled "General Rules for the Care and Improvement of Long Beach," and was distributed in 1884 by the Long Beach Land and Water Company.

"All buildings are to be set back from the front of the lots at least 30 feet, as stated in the original deed to the purchaser," read the first rule in the leaflet. "This will prevent anyone from building out to the front and obstructing the view of others who have built back from the front." The leaflet bore signatures of C. B. Woodhead, then superintendent for the company, and his assistant, M. H. La Fetra.

"A palm tree should be planted in the front of each 25-foot lot, seven feet back from the front of the lot," the second rule stated, "or in line with any palms already planted. If this is done, it will give a very pleasing and fine appearance to the whole city and will add materially to the value of the property."

Probably the first "parking" regulation here was contained in the following warning in the leaflet: "No conveyance or animals will be allowed to occupy the streets or Ocean Avenue for temporary or permanent camping or stopping purposes west of Locust."

However, another paragraph explained that "campers for 1884" would be "allowed to camp, with permission of the company's agent, along the line of the bluff east of Locust Street and south of Ocean Avenue."

"But all their stock must be kept safely tied up at the place designed by the company's agent," this rule continued.

During 1884-85 the Land and Water Company built the town's first pier. This was a structure 700 feet long and 35 feet wide, at the foot of Magnolia Avenue. Until a larger pier was built at Pine Avenue eight years later, it was a chief attraction here.

During the first year after Willmore abandoned the townsite project, the Land and Water Company was able to declare a 20 per cent dividend. In the first three months of 1885, the company sold \$65,000 worth of farm and town property. A Los Angeles paper stated that in June of that year the town consisted of "49 one-story cottages, 10 two-story residences, 13 business blocks, three stables, one hotel and one church, a grand total of 59 buildings."

#### NEW COMPANY TAKES OVER

In 1887, capitalists in San Francisco and Los Angeles formed a corporation for the purpose of buying out the Long Beach Land and Water Company. The company, known as the Long Beach Development Company, was incorporated with an authorized capitalization of \$1,000,000. Its officary included persons closely connected with the Southern Pacific. W. H. Goucher was president and among the directors were F. S. Chadbourne, H. C. Wilshire, E. B. Cushman and Dr. G. A. Wood. The company paid the Land and Water Company \$250,000 for its properties.

To close the deal, the new company was required to buy some 800 acres of marsh lands on the west side of town. This land, which the company considered practically worthless, is now the Long Beach Inner Harbor District.

In 1885, Captain Healey surveyed a new line for the railroad which had been built in 1882 by the American Colony Railway Company. A broad gauge track was completed in 1886. In December, 1887, the Southern Pacific took over the line, and on February 20, 1888, began operating its trains into Long Beach.

The death of Charles Crocker, president of the Southern Pacific, in 1888, caused an abrupt halt in certain Long Beach Development Company plans for further investments and improvements in the town. The Development Company's water system was acquired by the Seaside Water Company in 1901.

### History Pageant

On four nights in May, 1915, a historical Long Beach pageant was presented in Bixby Park by 1,200 students of Polytechnic High—then the city's only high school—and won wide acclaim as a remarkably authentic, well-planned and spectacular dramatization. The pageant, divided into five main parts and an epilogue entitled "Today," was prepared under general supervision of Jane E. Harnett, for many years head of the high school's history department, and was written by Glenn A. Hughes, later a writer of successful stage plays and a University of Washington faculty member.



All participants were in appropriate costumes. A horse race and real sheep-shearing were among features of the rancho days portrayal. Perry Newberry, well-known director, who coached the 1,200 participants, praised their work and also the co-operation of the Municipal Band, then directed by Osa Foster. John Steven McGroarty, author of the Mission Play, was among the many distinguished visitors who praised the pageant.

## Golden Jubilee

State and county officials, as well as those of nearby cities, joined local citizens at a Golden Jubilee banquet, February 10, 1938, celebrating the fiftieth anniversary of the original incorporation of Long Beach. Following are names of those present who lived in Long Beach at the time of its incorporation, and the number of years since each had first come here: Miss Bess Bailey, 56 years; U. Edison Benedict, 51; Amelia M. E. Bixby, 50; Jotham W. Bixby, 53; Charles E. Bowers, 50; Miss Jessie J. Bowers, 50; Frank G. Butler, 56; Frank E. Cook, 55; Ella Wilson Dawson, 50; E. C. Denio, 55; C. W. Dodsworth, 56; Dr. H. V. Epperson, 51; Mrs. Maude Healey Flint, 56; Mrs. Sarah E. Garrison, 51; Caleb Garrison, 58; Mrs. Joe Osborne Hendrickson, 50; James A. Hill, 50; Mrs. Addie Hirsch, 53; Nina Cuthbert Jackson, 50; Brewster C. Kenyon, 54; Frances J. Lewis, 57; John G. Lewis, 52; A. L. Lovett, 55; Mrs. Nora Kingcade Martin, 55; Miss Mattie B. Mundell, 51; Charles W. Saunders, 57; Mrs. Henrietta C. Schilling, 56; Mrs. Richard G. Shoenberger, 51; James A. Teel, 56; Mrs. Lulu H. Teel, 56; Ethel H. Van Houten, 52; Harry L. Ward, 52; Edgar A. Wilson, 50; Lavinia Gifford Wilson, 51; Mrs. John E. Wilson, 53, and Frank L. Wingard, 51.

Names of others who had lived in the city 50 or more years, but could not attend the banquet, and the length of their residence here, to that time, follow: Lila G. Castle, 51; Alice E. Castle, 51; James R. Finley, 53; George F. Hirsch, 54; Vida H. Berry, 51; Louis C. Bowers, 50; Arthur H. Branson, 50; M. E. Curtis, 50; Walter Kingcade, 55; Russell Kingcade, 56; George E. Loper, 51; William G. Lyster, 55; Lillian Kinman McCullah, 52; Lutie Wilhoit McSwain, 50; Jack McSwain, 50; A. H. Owens, 50; Mrs. A. H. Owens, 55; Dr. Amy J. C. Rowse, 55; Frances Trindle, 57; Mrs. Bessie Wilhoit Walker, 51, and Cadet Yribarne, 50.

Eugene E. Tincher, chairman of the arrangements committee, read congratulatory telegrams from President Roosevelt, Governor F. F. Merriam, a Long Beach citizen; United States Senators Hiram Johnson and William G. McAdoo of California, Representative Byron N. Scott, then of Long Beach, and County Supervisor Herbert E. Legg.

The first "Pioneer Society of Long Beach" ever organized is believed to have been formed at a meeting in the home of Mr. and Mrs. William M. Craig, 529 Pacific Avenue, December 3, 1908. Mrs. Craig was elected president, E. M. John vice-president, and Carl Hendrickson secretary. All who had lived in Long Beach 20 years were eligible to membership, it was agreed at the meeting.

W. Clifford Smith was elected president of a Long Beach Pioneer Club organized in 1933. Meetings were held in a West Ocean Boulevard hotel on land which Frank G. Butler, one of the club members, had owned since 1886.

### **Alamitos Beach Townsite**

During 1886, almost two years after Willmore City was renamed Long Beach, another townsite, adjoining it on the east at Alamitos Avenue, was laid out by John W. Bixby and named Alamitos Beach. His townsite was 20 blocks long, from west to east, and two blocks wide. He gave to the short avenues running north and south a series of Spanish names, in alphabetical order. Many of these, such as Cerritos, Esperanza, Junipero and so on, still are in use.

Ocean Park Avenue, now Ocean Boulevard, was placed somewhat further north than the similarly named thoroughfare in Long Beach, to make more room on the ocean side for residence lots extending to the bluff and to the mean high tide line on the beach below, the titles stated. The bluff lots were laid out in 39 blocks, only four lots wide, the streets between designated as Places.

Shortly after the death of Mr. Bixby, the development of a harbor at Alamitos Bay was proposed. About that time, the Alamitos Land Company was formed by the three interests in the ownership of Rancho Los Alamitos, namely, J. Bixby and Company, I. W. Hellman and John W. Bixby's heirs. The company determined to extend the Alamitos Beach Townsite eastward to the marshes of Alamitos Bay and eight blocks northward. A few months later, however, it was decided those additions would involve too great a number of city lots, and the plan was changed to make farm acreage of most of the new blocks to the north. But Fourth, Seventh and Tenth Streets of Long Beach were extended through the tract.

Ambitious Alamitos Bay harbor and railroad terminal plans were dropped when the historic real estate boom of Southern California collapsed in 1888. An article in "The Land of Sunshine" said, in part:

"Results have justified the action of the Alamitos Land Company in plotting nearly 1,000 additional acres to five and ten-acre tracts for suburban homes and fruit ranches. Less than five years have elapsed since homes began to replace the enormous grain fields, and already there is a town of some 200

houses. About 500 acres are set to lemons, and already it is expected that these young trees will produce a carload of fruit this season.

"Here, where vegetation is perennial and one can work out of doors the year around, 10 acres can be made to yield as much as 60 or 80 in the east. The Alamitos people are enterprising and progressive. Their neat homes, good roads and thrifty farms speak for themselves. They have erected a fine school-house, and last month completed a neat building for a public library and hall. Several years ago the owners of the Alamitos tract of nearly 4,000 acres laid out and planted a park of 11 acres. This has been kept up at private expense, and is now an attractive resort. It is only a mile and a half from the center of Long Beach."

The purchase of 333 lots between Ocean Boulevard and Appleton Street and east of Alamitos Avenue, at \$300 a lot, by a syndicate of 11 Long Beach men, was an outstanding transaction of 1900. The lots were purchased from the Alamitos Land Company, and, according to Col. Charles L. Heartwell, a member of the syndicate, the deal "proved an important impetus to Long Beach real estate activity." The resale of the lots was completed in two years, he stated, and members of the syndicate "took out \$11 for every dollar invested in the purchase of the tract."

#### WEST SIDE, EAST SIDE

Rival Long Beach and Alamitos claims were presented occasionally in the one and only Long Beach newspaper, the Journal, in the late 1880's.

"No steep bluffs to ascend, no dangerous cliffs for children to fall over," read one argument, advanced in 1888, in favor of buying property in Long Beach.

The Long Beach Development Company advertised its "Ocean Front Addition to Long Beach," just west of the townsite's boundary, as follows: "This portion of the beach, from the pier (at Magnolia Avenue) to Rattlesnake (Terminal) Island, is universally conceded to be the best for bathing, driving, walking, boating, fishing, rare shells, beach flowers and picturesque views. When the beach east of the town (east of Alamitos) is covered by high tide, there is always a good beach on the Ocean Front Addition."

In the same month, March, 1888, the Journal also published the following: "All the world goes to Southern California. Alamitos, by the inevitable law of destiny, will be the social center of summer life. The thriving cities of Riverside, San Bernardino, Santa Ana, Pomona, Whittier, Monrovia, Pasadena and Los Angeles—and through them the cities of the earth—will come down to the ocean at this point, in winter as well as summer. The Alamitos companies' tract comprises about 4,000 acres of gently sloping land, extending from the Cerritos Hills to the Pacific Ocean."



Its "costly brick and cement water reservoir," pumping machinery and "many miles of iron pipe" were mentioned, and special reference was made to the Los Angeles and Ocean Railway.

First Long Beach efforts to expand eastward into that territory were unsuccessful, but an election in October, 1905, brought about the first of a series of annexations by which the Alamitos area has become a large and important part of the city of Long Beach.

Street jogs and "kinks" at Alamitos Avenue are the results of the separate and disassociated surveys of the original Long Beach (Willmore City) and Alamitos Beach townsites. Several old maps in the City Engineering Department's archives make plain that the streets of the two townsites did not connect at all, save at Ocean Boulevard and Alamitos Avenue, where a jog has existed ever since.

Mark H. Houghton, engineer in the public service department of the city, has pointed out that the two townsite maps indicate distinct ideas as to the layout of the streets. In the original Alamitos Beach townsite, it was evidently the desire of the owner to make the east-west streets conform to a line parallel with the contour of the beach, while in the Long Beach townsite the east-west thoroughfares were virtually that in fact, having been laid out in straight lines.

## **Alamitos Bay**

"Alamitos Bay is the only inland bay affording natural harbor facilities of material commercial value, between San Francisco and San Diego . . . Extensive lumber, coal, wharfage and lighterage business will be inaugurated at the bay soon, and a limited number of business and residence lots will be sold at merely nominal prices, to encourage settlement and improvements, afford needed facilities and increase business for the railway now building."

So read, in part, the text on an 1888 map of the Alamitos Bay area.

Early in 1888, the Los Angeles Ocean and Railway Company, formed by Long Beach and Los Angeles residents, seemed to be making favorable progress toward the construction of a railroad from Los Angeles to Alamitos Bay and also westward into the town of Long Beach. That was the "railway now building" to which the map text referred. Organizer of the Los Angeles and Ocean Railway Company was General Edward Bouton, owner of a tract of land east of Cherry Avenue and north of Carson Street, which a few years later became an important source of artesian water supply for Long Beach.

W. W. Lowe and E. B. Cushman were among other Long Beach property owners investing in the project. Bouton's plan was to procure a right of way, grade a roadbed from Los Angeles to Alamitos Bay and, in the meantime,

interest the Santa Fe Railroad in putting in the tracks, providing the trackage and rolling stock, and operating the proposed line in connection with its route into Los Angeles. A terminal would be established at Alamitos Bay.

For successful promotion of such a major project, General Bouton's company expected to acquire a large tract of land east of Termino Avenue and fronting on both Alamitos Bay and the ocean. The tract was to be known as Alamitos Bay Townsite. On paper, at least, it was "carefully laid out as a railroad terminus, with provision for wharves and warehouses."

In January, 1888, the company reported having acquired the last link in its right of way from Los Angeles to the bay, and the work of grading was begun a little later.

New England trading ships had taken on cargoes of hides and tallow at the bay, years before. Wool was shipped from there in 1868-69 by the Bixbys.

On March 16, 1888, the Long Beach Journal reported the steamer Bertie's entrance into the bay, asserting that the little vessel had "crossed the bar and steamed up the bay about two miles." P. M. Anderson, captain of the Bertie, had with him James Campbell, general manager of the Los Angeles and Ocean Railway Company, and Captain C. T. Healey, surveyor of the original Willmore City and Alamitos Beach townsites and, in 1888, chief engineer for the "L. A. & O." Enthusiasts saw in the Bertie's cruise "the beginning of a new commercial era" here.

The Los Angeles Express of June 10, 1888, referred to Alamitos Bay as "the former shipping point of Southern California" and stated: "The water is sufficiently deep in the bay that a vessel not drawing more than 15 feet of water is able to arrive at its banks for a distance of 3,000 feet and discharge its cargo on hard, dry land with the aid of a gangplank."

In April, the Los Angeles and Ocean Company asked the City Trustees of Long Beach for permission to extend its route into the town, on "Second Street" (now Broadway). The Southern Pacific already was established on that street within the Long Beach city limits, but the Trustees granted the request, despite Southern Pacific opposition. Competition might be a good thing, it was argued, and optimists hoped the two companies would agree to "use one track and build a union passenger station."

Grading was continued with new zest. But before the work was completed, the fantastic real estate boom of the 1880's collapsed, and with it the "L. A. & O." and Alamitos Bay harbor projects and countless others throughout Southern California. No steps toward a physical connection of the proposed railroad with the Santa Fe had been apparent. Traces of sections of the graded right of way, still to be seen in the eastern part of Long Beach, have been termed a "pathetic monument to the city's earliest dream of a harbor."

But while a great Port of Long Beach has been developed in the westerly part of the municipality, Alamitos Bay has continued to grow in favor as an outstanding recreational area. Small-craft sailing is a highly popular sport there. The Alamitos Bay Yacht Club, with some 200 members, and the Leeway Sailing Club, with about 150 members and sponsored by the Recreation Commission, have headquarters at the bay. The former club established a clubhouse there in 1948, under an agreement with the Recreation Commission. Twenty-seven of its members own National One-Design sloops. World championship races were held offshore here this Summer by the National One-Design Association, of which S. T. Exley of the Alamitos Bay Club is vice-commodore.

A proposed large-scale yacht harbor project at Alamitos Bay, known as the Marina, has been under discussion here for several years. It would increase greatly the area of the bay and, by the removal of a bridge now spanning the bay entrance, would make the bay accessible to large yachts and power craft.

City Council members voted 6 to 2 in July, 1948, to designate \$50,000 for first payment on the purchase of 52 acres at the bay for the Marina, provided that the title is cleared by Supreme Court or Congressional determination of the tidelands ownership issue. The total cost of the land on a lease purchase basis would be \$215,000.

In 1944, a San Gabriel River Flood Control project was completed which separated the river from the bay by diverting the stream through a new outlet to the sea. The bay was deepened by dredging also. Its new protection from siltage was seen as increasing its possibilities as a pleasure craft harbor.

Belmont Shore, a large residential and business district, the outgrowth of remarkable developments which transformed that area in the 1920's, is west of Alamitos Bay, and Naples, a residential district built around a "canal city" project undertaken in 1905, is east and north of the bay, with which the Naples canal system connects.

The Marine Stadium was the scene of the international rowing races of the 1932 Olympic Games, but the first rowing regatta ever held in the Long Beach area was over a mile course on Alamitos Bay, March 30, 1907, when four-man crews from Stanford University defeated San Diego Rowing Club crews in two races.



## IV

### MUNICIPAL GOVERNMENT

#### 103 to 3 for Incorporation

Long Beach was incorporated twice within a decade, and, since "graduating" from the status of a city of the sixth class governed under State law, it has functioned under three successive city charters and the same number of forms of government, namely, Mayor-and-Council, Commission, and Council-Manager.

A petition asking the County Supervisors to call the first incorporation election was signed by 109 persons, but the result of the election, held January 30, 1888, was: For incorporation, 103; opposed, 3.

The boundary of the area to be incorporated was described officially as follows: "Commencing at the northern boundary line (to be Hill Street) of the American Colony on the North, the division line between Long Beach and Alamitos on the East, the Pacific Ocean on the South and the old San Gabriel River on the West to its intersection with the Anaheim Road; thence along said road to west line of American Colony Tract; thence north to Hill Street, on northern boundary and place of beginning."

First officials for the new municipality were elected January 30, also. John Roberts, Thomas Stovell, I. L. Fetterman, George H. Bixby and M. H. La Fetra were chosen as City Trustees; W. H. Nash was elected City Clerk, W. W. Lowe, Treasurer, and H. A. Davies, Marshal. The County Supervisors canvassed the incorporation vote on February 6, and declared Long Beach "duly incorporated as a municipality of the sixth class." Incorporation became effective February 10, when the Supervisors' order was filed with the Secretary of State.

John Roberts was elected president of the Board of Trustees, or Mayor, when the new city's government was organized formally on March 2, and C. S. Hussey was appointed recorder, an office corresponding to that of police judge.

A second city election followed during the next month, since a State law required cities of the sixth class to hold elections in April, every two years. The same Trustees were continued in office, excepting George H. Bixby, who declined nomination. Kenyon Cox, chosen in his place, resigned later, and Bixby

accepted election in his stead. La Fetra also resigned, and C. I. Goucher took his place.

The first ordinance passed after the second election prohibited saloons, gambling houses or other establishments "dangerous to the public health and safety." The first provision for city revenue was a dog tax, ordered in May. Shortly after that, a poll tax was levied on every male between 22 and 55. The Trustees decided to have property assessed at its "full value," which was found to aggregate \$819,801, and a tax of 50 cents on each \$100 assessed valuation was established. A revenue of \$4,099 was anticipated, but many property owners could not be located and more than 400 lots were sold for taxes at the end of the year.

#### DISINCORPORATION PERIOD BRIEF

Disincorporation was voted, July 27, 1896, by the narrow margin of 132 to 126, following controversies over taxes and the liquor question. Disincorporation petitions were circulated immediately after the City Trustees adopted a new ordinance, in June, prohibiting maintenance of any place where liquor could be "stored, sold or given away."

On May 30, 1890, City Trustees then in office had passed an ordinance providing for licensing retail liquor selling, and a license was given to Dennis McCarthy for a saloon at the northwest corner of Pine and Second (Broadway). The next morning after the new "dry" statute was enacted in 1896, crepe was found hanging on the doors of Long Beach stores. Disagreements on tax matters added to the number of disincorporation supporters.

A Superior Court decision that the disincorporation proceedings were legal was upheld by the State Supreme Court on June 26, 1897. Two days later the Trustees turned publicly-owned property over to the County.

The Long Beach Improvement Society had fostered "temporary self-government" efforts, various residents volunteering certain services, including those of policeman and fire marshal. Subscriptions were procured and men hired to take care of the park and to operate the street sprinkler. When the sprinkler passed the property of anyone who had refused to contribute, the water was turned off. In May residents petitioned the Supreme Court to hasten its decision as to the legality of proceedings and cited a long list of "wretched conditions" in the area. When the County Supervisors fixed a Long Beach tax rate of \$4.38, community sentiment in favor of reincorporation grew swiftly. More than 100 qualified electors signed a petition for an election, and on December 1, reincorporation received the overwhelming majority of 237 to 27. The second incorporation of Long Beach became effective December 13.

The boundaries agreed upon in reincorporating omitted the section between Anaheim and Hill Streets, from Alamitos Avenue on the east to the

old San Gabriel River on the west, which had been included in the first incorporation. The new boundaries, however, extended east across Alamitos Avenue for the first time, into Alamitos Townsite. The incorporation petition prepared by Attorney Stephen G. Long had proposed to make Sixteenth Place and Independencia (now Cherry) Avenue the eastern city limit south of Bishop (now Third) Street. The County Supervisors decided, however, to limit the Alamitos territory to be incorporated, and changed the eastern boundary to Descanso (now Orange) Avenue. The newly-incorporated area comprised 3.10 square miles.

First officials of the reincorporated municipality were: Trustees, C. F. A. Johnson, G. D. Sandford, W. P. Wilson, J. C. Dunn and J. J. Hart; City Clerk, Harry Barndollar, and Marshal, J. C. Baker. Johnson was made President of the board, or Mayor; E. C. Denio was chosen City Attorney, and W. S. Rosencrans, City Recorder. City Attorney Denio, realizing the urgency of legislation whereby the city of Long Beach could get back its properties from the County, wrote out a draft of such a measure and took it to the State Capital. The bill was passed without objection and signed by the Governor on February 17, 1898. The statute, which was published in the 1899 volume of "Statutes and Amendments to the Codes of California," covered a municipal situation that was unique in the State.

The title of the measure was necessarily long. It read:

"An Act to Provide for the Ownership of Property and the Winding Up of the Affairs of Municipal Corporations Disincorporated Under the Provisions of an Act of the Legislature of the State of California, Entitled 'An Act to Provide for the Disincorporation of Municipal Corporations of the Sixth Class,' Approved March 26, 1895, When Two-Thirds or More in Value of Assessable Property Within the Former Limits Thereof Shall Be Included Within the Boundaries of Any Subsequently Incorporated City or Town."

#### SUCCESSIVE CITY CHARTERS

Long Beach continued to function as a city of the sixth class until its first city charter was adopted, February 7, 1907, by a vote of 1237 to 161, and became effective January 6, 1908. It provided for a Mayor-Council government.

Agitation for a stronger form of local government had begun in 1902, when the population of the town was estimated at 4,000. The 1900 census count was 2,252. A 690 per cent increase over that number was reported in the 1910 census count, which was 17,809. In 1902 it was asserted that funds for public improvements would be provided best under a charter. After an elected Board of Freeholders submitted the proposed charter, the question of annexation to Los Angeles became an issue. General and determined opposition



to any annexation proposal was indicated in the election result. The first charter included initiative, referendum and recall provisions. Two propositions concerning liquor were submitted. One, calling for absolute prohibition, was approved by 911 to 418.

As a result of apparent discord between the Mayor and Council, and asserted "political maneuvering," another Board of Freeholders was elected in 1914 to draft and submit a new charter. The result was a change to the Commission form of government, which some citizens had been urging since 1910. This charter was adopted on October 15, 1914, however, by the narrow margin of 46 votes. Of 15,357 registered voters, 3,256 went to the polls, 1,651 favoring the new plan, while 1,605 voted against it. It became effective the following July.

The City Commission, under the new charter, consisted of Public Affairs, Public Property, Finance and Accounting, Public Safety, and Public Works Commissioners, one of their number to be chosen by them as Mayor. Collectively, the Commissioners were the legislative body, and individually the executive heads of the five administrative departments. Each Commissioner was paid \$2,500 yearly.

Complaints of alleged lack of co-ordination between departments under the Commission charter were chief among criticisms which brought about the election of another Board of Freeholders and the subsequent approval of its recommendations that the city change to the Council-Manager system. Members of the Board of Freeholders proposing that plan, which has been retained by Long Beach 27 years, were: Clyde Doyle, president; Glenn E. Thomas, secretary; Mrs. Mary Humiston, H. B. Clifton, W. B. McQueen, Charles H. Tucker, Dr. Robert B. Sweet, W. J. Burgin, Mrs. W. E. King, Bismark Houssels, E. E. Norton, N. C. Nielsen, H. H. McCutchan, Dr. Henry Kendall Booth and Dr. F. L. Rogers. The Council-Manager charter was adopted April 14, 1921, by a vote of 3,047 to 2,377. Oddly enough, a charter amendment submitted at the same time, proposing a return to the Mayor-Council form, received 2,313 favorable votes, only seven more opposing it. The new charter became effective in November.

Municipal powers, with certain exceptions, were conferred upon a City Council, whose members were to be elected by city-wide vote, one from each district (of which there were seven). Authority was given the Council to add another member whenever a district with a population of 10,000 or more was added. City officials were to be nominated by petition, this making only one municipal election required.

The Council was to name one of its members Mayor, and to select a City Manager as executive head of the city government. The initiative, refer-

endum and recall were retained, with the appointed City Manager made subject also to recall. Among salaries as fixed originally in this charter were: City Manager, not less than \$7,500; City Attorney, \$5,000; Auditor, \$3,000. Councilmen were to receive \$10 for each Council meeting attended, for not more than five a month.

The charter contained a pension fund enabling act which led to the establishment in 1924 of a Police and Firemen's Pension Fund, mentioned at some length hereafter.

#### IMPORTANT AMENDMENTS

The Municipal Gas Department was created in 1924, and charter amendments in 1931 created a Board of Water Commissioners with exclusive jurisdiction over the Water Department and gave full control of the Harbor Department to the Board of Harbor Commissioners. The Playground and Recreation Commission was created in 1929, and another amendment that year provided for nomination of city officials at primary elections.

Political disturbances from 1927 to 1930 included the recall of two Councilmen and several resignations. The 1930's were marked by numerous recall activities. On July 10, 1934, an election resulted in the recall of all City Councilmen and the City Attorney. In 1935, an amendment authorized consolidation of departments or divisions in the interest of economy, and another provided for budget planning and control. In 1937, an amendment set up five divisions in the city's Department of Finance, and another regulated the use of Harbor District oil funds. In 1942, an amendment providing that oil revenues from upland wells in the Harbor District must be used for retiring general bonded indebtedness of the city was re-submitted and approved.

On February 13, 1947, a few months after the fourteenth Long Beach City Manager took office, a charter amendment requiring City Councilmen to show reasons for discharging a City Manager and to grant a public hearing before his removal was adopted by a vote of 21,186 to 2,117.

At the same time an amendment reapportioning the city into Councilmanic districts, approximately equal in population, was adopted. Before this was done, Councilmen were elected from districts laid out in 1921. The 1920 Federal Census count in Long Beach was 55,593. In 1947, when the district boundaries were changed, the population was estimated to be more than 250,000.

A taxpayer's suit to prevent a special election that year of Councilmen to represent the newly-created districts was unsuccessful. Six of nine incumbents were defeated when the election was held. At the regular municipal election June 1, 1948, the successful candidates in 1947 were re-elected with the exception of one Councilman, George D. Ezell, who had moved into another

district and therefore was not a candidate. Councilmen re-elected in 1948 were A. L. Parmley, Joseph R. Ramsey, Raymond C. Kealer, Clarence E. Wagner, Lawrence O. Jackson, Herbert R. Klocksien, Burton W. Chace and Bazil U. Carleson. James R. Seaton was elected from the district formerly represented by Ezell.

Of 19 proposed charter amendments submitted to the voters on February 24, 1948, only one was adopted. It provided for an increase in Councilmen's salaries from \$50 a month to \$200, the increase to become effective when a new City Council took office July 1 of that year.

## City Halls

First meetings of the municipal officers of Long Beach, following the town's incorporation in 1888, were held in the office of one of the City Trustees, George H. Bixby, eldest son of Jotham Bixby, in the old Tower Building at the northeast corner of Ocean Park Avenue (now Ocean Boulevard) and Pacific Avenue. Their second official meeting-place was in G. M. Walker's one-story frame building also on the north side of Ocean Park Avenue, but adjoining or near the alley between Pine and Pacific Avenues.

From there, the seat of city government was moved to other rented space in a one-story frame structure on the south side of First Street, between Pine and Pacific. That building was owned by another pioneer citizen, General Ward. These successive locations of quasi-City Halls were recalled recently by Attorney E. C. Denio. He was a member of the City Board of Trustees from 1891 to 1896, was President of the Board, an office equivalent to that of Mayor, in 1896, and in 1897 became City Attorney, an office in which he first served before his election as a City Trustee.

Early in 1899 a \$9,000 bond issue was voted for purchasing a site and erecting the first City Hall. The site acquired has continued ever since that time to be the location of the Long Beach City Hall. Bounded by West Second Street (Broadway) and West Third, and by East and West Pacific Avenues, the block, 100 x 356 feet in area, had been priced by the Long Beach Development Company at \$3,000. The company gave the city a 90-day option of the property, however, at \$2,000, agreeing to donate \$1,000. Fewer than 300 persons voted at the bond election, at which bonds also were approved for park improvements and a public pavilion.

At the cornerstone laying, May 24, John Roberts, who had been President of the first Board of Trustees, in 1888-90, said in part, "Ours is a city of homes, but our post office shows more business than Santa Monica, and our schools are almost as large. Let the action of the past serve for the future



until we have not only the most moral but the largest city of its class on the Coast."

Then he added: "Allow me to predict that many of the gray heads here gathered will live to see a deep water harbor extending from here nearly to Los Angeles. Prepare for these things!"

The first City Hall was a two-story structure, described as of "classic style in Colonial character." The exterior was of "selected local brick, with stone trimming." Provision was made for special strength in the upper floor, which was designed for use as a town hall or place for public meetings and entertainments. A stage was built at the north end. The building was dedicated September 29, with afternoon and evening programs. Miss Mary Brown, Library Association president, formally presented to the city the public library of 1,141 volumes, previously housed in a little frame building on "Ocean Park Avenue."

On July 1, 1919, a \$400,000 bond issue for an eight-story City Hall was authorized by a margin of eight ballots, in a total vote of 5,847. A \$337,535 contract awarded did not include finishing the third, fourth, fifth and sixth floors, and in 1922 a \$200,000 bond issue was voted for completing the structure.

The new Long Beach Branch of the Superior Court was given quarters in the completed building for some time, and also a meeting place for patriotic societies was provided, as had been promised. Within three years the structure was proving inadequate, and several departments were transferred to the former City Hall, which had been moved across the street. To complete the payment on the new building, by the way, \$2,808 was taken out of the oil fund, in 1925.

City Hall repairs and rehabilitation after the earthquake cost \$345,591, of which CWA and SERA funds provided \$262,846. Rooms in the Municipal Auditorium had been used, in the meantime, for executive offices and Council meetings, and various departments occupied quarters in the sunparlor of the Pine Avenue Pier and in rented offices.

In April, 1932, a three-story reinforced concrete Public Utilities Building, financed from Municipal Gas Department earnings, was completed on Broadway, west of West Pacific Avenue, at a cost of \$97,684, providing greatly enlarged quarters needed by the Municipal Gas and Water Departments. A fourth story was added, the building widened 43 feet, and the entire structure rehabilitated throughout in 1938-39 at a cost of \$142,000.

During 1940 the Harbor Department constructed and occupied its own office building on El Embarcadero, in the Harbor District, the two-story structure, fireproof and providing about 12,000 square feet of floor space, costing \$65,000.

## **Mayors of Long Beach**

From 1888 to 1948, the office of President of the Board of Trustees or Mayor of Long Beach has been filled as follows: 1888-1890, John Roberts; 1890-92, John Roberts, Thomas Stovell and C. I. Goucher, successively; 1892-94, and 1894-96, W. H. Mintzer; 1896, E. C. Denio; (Disincorporation Period); 1897-1900, C. F. A. Johnson, 1900-1904, C. J. Walker; 1904-06, R. A. Eno and D. M. Gate, successively; 1906-07, Frank H. Downs.

Under Mayor-Council charter: 1908-1911, C. H. Windham; 1912-1913, Ira S. Hatch; 1914-15, Louis N. Whealton. From 1915 to 1921, throughout the period of Commission-form government, William T. Lisenby was Mayor.

Under Council-Manager government: 1921-24, C. A. Buffum; 1924-1926, Ray R. Clark; upon Mayor Clark's death, Fillmore Condit was chosen Mayor and held the office until the 1927 election; 1927-30, Oscar Hauge; 1930-33, Asa E. Fickling; 1933 (June election), Merritt E. Paddock; 1934-36, Carl Fletcher; 1936-39, Thomas M. Eaton; 1939-42, Francis H. Gentry; 1942-45, Clarence E. Wagner; 1945-47, Herbert E. Lewis; taking office July 29, 1947, following a special election held because the city's Councilmanic Districts had been changed, Burton W. Chace, who in June, 1948, was re-elected Mayor for a three-year term.

## **City Managers**

Since the Council-Manager system became effective in 1921, Long Beach has had the following City Managers: July, 1921, to November, 1922, Charles E. Hewes; Charles H. Windham, until March, 1926; Charles S. Henderson to July, 1927, Henry S. Callahan, to January, 1929, George L. Buck, to July, 1930; C. C. Lewis, to April, 1932; E. S. Dobbin, to July, 1933; James H. Bonner, to October, 1934; Randall M. Dorton, to September, 1939; J. W. Charleville, to January, 1941; Carl R. Erickson, to October, 1942; Herbert C. Legg, to December, 1943; (salary, \$8,100 a year); Samuel E. Vickers, to December, 1946, (salary \$10,000 a year, beginning July 1, 1944); Carl B. Wirsching, Mr. Vicker's successor, was employed at a salary of \$12,500. This was increased to \$13,500 in July, 1948.

## **City Attorneys**

William Pollard was the first City Attorney of Long Beach. He was appointed by the first Board of City Trustees following the incorporation in 1888. E. C. Denio, who still is a practicing attorney in the city, was the second.

Others who have held the office of City Attorney, in the order of their succession, are Stephen G. Long, Frederick Baker, A. C. Lawson, Fred A. Knight, George A. Skinner, Carl Monk, John E. Daly, Stephen G. Long, George F. Kapp, George L. Hoodenpyl, Burr Brown, Bruce Mason, Nowland M. Reid, George W. Trammell and Irving M. Smith, incumbent.

### **Auditor's Record**

Miss Myrtelle Gunsul is a Long Beach City official who is believed to have served longer as a City Auditor than any other woman in the United States. After having served four years as Chief Deputy in the Auditor's Office, she was elected City Auditor in 1919. She had held that office continuously for 29 years, when in 1948, she again was re-elected for another three-year term.

### **Municipal Finances**

Among Long Beach citizens particularly interested in the increase of this fast-growing city's annual budgets to more than \$29,000,000 for 1948-49 are two men who were city officials here in 1895, when the municipal expenditures for the year, salaries included, totaled only \$7,412.58. E. C. Denio, now dean of the Long Beach bar, was a City Trustee in 1895, and Frank E. Cook, who has been a Municipal Water Department employee since 1927, was City Clerk.

Among city expenditures in 1895 were: for a water trough on American Avenue, \$6; for "strawing American Avenue," to keep down the dust, \$41.75; posts, lamps and kerosene (for the town's street lights) \$55; lighting the street lamps, \$32; telephone messages, \$2.05; city park expense, \$68; street sprinkling, \$912.47, of which \$712.37 was for labor and the balance for water; and an item of \$1.25 "for feeding prisoners."

The city's financial statement for 1910-11, made by City Auditor I. S. Hatch showed \$369,663 received, of which \$271,618 was from taxes, and \$333,205 disbursed.

In 1925-26, the city's revenues totaled \$8,646,796, including \$2,254,250 from taxes and \$1,232,522 in Signal Hill Oil field royalties, and disbursements totaled \$8,417,374. These figures are from the report of Miss Myrtelle Gunsul, City Auditor.

The following data on city revenues and expenditures in recent years, and also the successive budgets, are from the records in the office of H. P. Beckman, City Accountant and Budget Control Officer:



Year	Revenues	Expenditures	Budget
1941-42 .....	\$11,412,712	\$ 9,146,041	\$10,151,194
1942-43 .....	\$12,431,664	\$ 8,561,641	\$10,706,898
1943-44 .....	\$13,633,485	\$ 9,675,081	\$11,557,924
1944-45 .....	\$16,666,197	\$12,679,945	\$15,023,626
1945-46 .....	\$17,572,710	\$14,847,853	\$18,493,803
1946-47 .....	\$23,253,833	\$19,702,643	\$20,445,299
1947-48 .....	\$38,248,526 (est.)	\$21,814,878 (est.)	\$23,901,426

The budget for 1948-49 totals \$29,285,922, including the figures of the city's three self-sustaining departments, namely, Harbor, Water and Gas. The Harbor Department budget, reduced from \$13,608,000 for 1947-48, is \$8,709,000, and, due to its large oil income, the department had the entire amount of its budget already on hand in available cash when the new fiscal year opened. The Municipal Water Department's 1948-49 budget includes \$2,937,587 for operating costs and \$227,412 for bond redemption and interest. The Municipal Gas Department's budget for 1948-49 includes \$2,649,211 for operating costs and \$193,750 for bond redemption and interest.

The 1948-49 budget provided a general purpose fund of \$11,533,236. The Public Library, Municipal Band and Recreation Commission, supported entirely or chiefly by special tax levies, were allotted, respectively, \$430,843, \$141,142, and \$629,147, the last figure including \$90,000 as a special fund for rehabilitation of recreation equipment.

The city's total assessed valuation for 1948-49 was \$349,088,800 and the year's total city tax rate was reduced to \$1.089, nearly 17 cents less than the 1947-48 rate, \$1.257. The lowest rate during the 1940's was \$0.967, in 1933-34.

"Unless unforeseeable developments interfere, enough revenue from up-land wells in the Harbor District will have accumulated by April 1, 1949, to pay off the last remaining bonded indebtedness of Long Beach," City Accountant Beckman stated in March, 1948. "All harbor bond issues have been retired already from oil funds, and the Gas and Water Departments are paying off their own bond issues."

(Editor's Note: More information about Harbor, Water and Gas Department funds are given in separate articles concerning operations of those departments.)

#### ASSESSED VALUATION RECORD

Assessed valuations in Long Beach increased as follows in recent fiscal years: 1941-42, \$225,796,390; 1942-43, \$237,857,335; 1943-44, \$240,827,605; 1944-45, \$245,906,410; 1945-46, \$253,127,120; 1946-47, \$267,298,420; 1947-48, \$308,231,965.

The following assessed valuation figures of a number of earlier years indicate the city's development from 1900 to 1940, during which period, save for 1909, the assessed valuation increased constantly until the depression year of 1932: Assessed valuation, 1900, \$1,480,097; 1906, \$4,528,990; 1910, \$22,560,278; 1915, \$44,791,612; 1920, \$71,806,239; 1925, (four years after the discovery of oil at Signal Hill), \$176,302,574; 1930, \$231,892,960; 1933, (when a considerable decrease would be expected, due to both the depression and the March, 1933, earthquake), \$192,842,000; 1940, \$232,841,318.

The city charter provides that for purposes other than the public library, municipal band, public recreation, principal and interest on bonds and any other legally ordered special tax, the tax levy for any year shall not exceed \$1 on each \$100 assessed valuation.

Salary increases totaling about \$806,513 for 2300 city employees were adopted tentatively in July, 1948, by the City Council, to take effect September 1. Adjustments were made in accordance with most of the recommendations made by a firm of municipal salary experts. A five-step scale was adopted, the first three steps to be based on seniority and the last two on merit.

## V

### **"FASTEST GROWING CITY"**

#### **Famous for Census Gains**

Seven successive United States Census reports and three subsequent Regional Planning Commission estimates of the population of Long Beach tell tersely but most eloquently the remarkable story of the city's growth. Here are the figures, beginning with the first Long Beach census count, when the town was two years old:

1890—Population 564.

1900—2,252; gain, 299.3 per cent.

1910—17,809; gain, 690.8 per cent.

1920—55,593; gain, 212.2 per cent.

1930—142,032; gain, 155.5 per cent.

1940—164,271; gain, 15.7 per cent.

1945—241,109; gain 46.7 per cent (Special Federal Census).

January, 1948—260,558 (County Regional Planning Commission Estimate).

April, 1948—264,181 (County Regional Planning Commission Estimate).

June, 1948—266,806 (County Regional Planning Commission Estimate).

The County Commission's June estimate indicates an increase of more than 1,000 a month during the first half of the current calendar year.

In 1910, the Census Bureau sent a special investigator to Long Beach, to check the "amazing" reports of that year's census enumerators in this community. The Bureau reportedly was reluctant to accept their figures, suspecting they had been padded. The growth of the village from 2,252 in 1900 to 17,809 in 1910 was regarded by the Director of the Census as almost incredible. The investigator returned East with the information that the enumerators' figures evidently were authentic.

The percentage of increase, 690.8, was greater than was revealed by the comparative census figures of any other city. Many Long Beach residents were disappointed by the 1910 report. Local estimates had run as high as 35,000. Many guessed 25,000. Not all were so optimistic. The Daily Telegram, two months before the census result was announced, offered prizes for the closest guesses. Mrs. K. Wallace won. Her guess was 17,770. F. M. Severe was second with 17,749, and J. W. Elliott third, with 17,921.



The Los Angeles Express of December 19, 1910, said editorially: "We felicitate the beautiful and prosperous city of Long Beach on its growth of population. To move from 2,252 in 1900 to 17,809 in 1910 is to march with record-breaking rapidity. If, rendered skeptical of the truth of childhood's tales, we had come to doubt the existence of a giant who put on seven league boots, we would doubt no longer. Long Beach wears his boots . . . It is not easy to set bounds to what such an alert, prosperous public spirited and intelligent community will achieve in the years that wait."

Of the seven United States cities making the highest percentages of gain in population from 1900 to 1910, four were in California. Fifth, sixth, and seventh in the percentage column were Pasadena, 232.2; Los Angeles, 211.5; and Berkeley, 206.

Long Beach has been the second largest city of Los Angeles County since 1920. In 1900, it ranked fifth, when Los Angeles' population was 102,479; Pasadena's, 9,771; Pomona's 5,526, and Santa Monica's 3,057. Pasadena was in second place before the 1920 census, which reported 46,354 for Pasadena, against Long Beach's 55,593. Since that time, Pasadena has remained in third place. Long Beach is the third largest city in Southern California and fifth largest in the State. The 1946 census also showed it had advanced since 1940 from the rating of 53rd largest city in the nation to be the 40th largest; and it ranked fourth in increase since 1940 among 92 cities of 100,000 or more population.

There have been numerous reasons for the great growth and many-sided development of Long Beach. That these have been and will continue to be sound reasons for substantial progress is evidenced throughout this history and description of the city. The zealous civic pride of its citizens, the permanency of their residence here, and their demonstrations of confidence in its future contribute importantly to assurances of a still more prosperous and attractive Long Beach of tomorrow.

The Long Beach Chamber of Commerce properly calls attention to the Health Department's official records of vital statistics as pertinent in any survey of population growth. The records show large increases, year after year, in the number of Long Beach births. In 1940, they numbered 3,381; in 1943, 6,744; in 1946, 7,996; in 1947, 8,463.

The number of deaths in the city was 1,785, in 1940. The peak number during the 1940-47 period was 2,256, in 1946, and there was an actual decrease by 55 from that number, in 1947, although there were 468 more births in Long Beach in 1947 than in the preceding year.

The population gain reported in the special 1945 census assured the city, it was announced, about \$120,000 more in state gasoline tax funds annually than it would have received on the basis of the 1940 census count.

## City Area's Expansion

In 1948 the area of the city of Long Beach was 34.66 square miles. Fifty years before, the area of the reincorporated town was 3.10 square miles. Long Beach had reincorporated in December 1897. Almost eight years passed before a change was made in any of its boundary lines. Of the area of the city in 1948, about 64 per cent was formerly in old Rancho Los Cerritos, about 22 per cent in Rancho Los Alamitos, approximately 10 per cent in old Rancho San Pedro, and 0.7 per cent in Rancho Los Coyotes.

These unofficial estimates were provided by Mark Houghton, who had been in the City Engineer's office for more than a quarter-century. Alamitos Bay and its immediate environs, Houghton added, account for the other three per cent of Long Beach city area. They were not in the Rancho Los Alamitos patent, he explained, the area adjacent to the bay being reclaimed land.

The original Willmore City (Long Beach) townsite, surveyed in 1882, and the city of Long Beach as incorporated in 1888, were entirely in Rancho Los Cerritos. In the city's 1897 reincorporation, its eastern boundary line was pushed across Alamitos Avenue into Rancho Los Alamitos to Orange (then Descanso) Avenue, south of Fourth Street.

Areas of old Rancho San Pedro, which bounded Los Cerritos on the west and north, first came into Long Beach in 1909, when 620 acres on and north of Terminal Island were annexed in July and a 32-acre Brighton Beach tract, also on Terminal, was annexed in November. This city's west limit on the island remains as established that year. Old Rancho Los Coyotes land now in Long Beach was annexed in four sections, said Engineer Houghton, in 1924, '32, '43 and '45. He pointed out on a city map the three-ranchos corner of old Cerritos, Alamitos and Coyotes, on Studebaker Road, south of Carson Street.

### FIRST ANNEXATION

The first territorial expansion of Long Beach after the 1897 reincorporation was brought about by an election on October 14, 1905, which added to the city 243 acres of the Alamitos Beach Townsite, including Alamitos (Bixby) Park. Three previous attempts to extend the city in that direction had failed.

The second successful election added to Long Beach 915 acres, including territory between State Street (now Pacific Coast Highway) and Anaheim Street, from the east boundary of Wilmington to Atlantic Avenue, and the area between Pacific and Atlantic, from State Street to Hill Street. That election, held December 23, 1905, was the last vote on any annexation proposal until August 17, 1908, when the 179-acre "Carroll Park district," also including frontage on East Ocean Boulevard, joined Long Beach.

Several ambitious annexations were undertaken before the first expansion of the city was achieved. For some time after an election held August 16, 1905, citizens of Long Beach believed the whole of Terminal Island had been annexed thereby. That important result would have been accomplished, apparently, had there been one more Terminal Island vote in favor of the annexation. In Long Beach, more than 200 voted for the proposal, and only six against it. On Terminal Island, there was a margin of a single vote in its favor.

San Pedro attacked the validity of the election. Judge Walter Bordwell of the Superior Court decided in favor of Long Beach, but the case was appealed to the State Supreme Court, where the lower tribunal's ruling was reversed. W. C. Patterson, a former president of the Los Angeles Chamber of Commerce, made affidavit that his registration as a Terminal Island voter was improper, since he had not resided there long enough to qualify. That rendered his pro-annexation ballot void, and the victory for annexation was nullified.

On July 30, 1909, however, Long Beach succeeded in annexing much of the eastern portion of Terminal Island by an election which brought 620 acres into the city; and on November 10 of that year a 32-acre strip along the Terminal Island ocean front, known as Brighton Beach, also was annexed. These acquisitions proved more valuable than anyone then could have anticipated. The site now includes major establishments of the United States Naval Base, the Ford, Edison and other industrial plants, and numerous producing oil wells of the Harbor District.

#### CITY OF BELMONT HEIGHTS

The first consolidation of another municipality with Long Beach was affected by an election on Nov. 9, 1909, which increased the city's area by 1196 acres. The sixth-class city of Belmont Heights, east of Temple Avenue and extending from Ocean Avenue to State Street (Pacific Coast Highway) had been incorporated after futile attempts to interest residents of that area in voting for annexation to Long Beach. The situation was not at all to the liking of Long Beach, particularly because of belief that Los Angeles was planning to annex Belmont Heights.

A threat to Long Beach was suspected in a scheme announced by Belmont Heights, itself, in November, 1908. It proposed to annex a zigzag section extending from the Orange County line along the easterly and northern boundaries of Belmont Heights and Long Beach to American Avenue near Spring Street, Lafayette Saunders, a pioneer Long Beach citizen, asserting the annexation would deprive him of school rights and also would "block the plan for building a boulevard between Los Angeles and Long Beach," obtained an injunction preventing the election.



Belmont Heights was urged to disincorporate and become a part of Long Beach. Finally the promise that a pleasure pier would be constructed in the outlying district, together with a conflict within Belmont Heights over proposed liquor-selling privileges, developed a majority sentiment in that community in favor of consolidation with Long Beach.

At a meeting in January, 1909, when the Belmont Heights City Trustees voted, three to two, for an ordinance that would permit the wholesale and retail sale of liquor, and Asa Green, president of the board, resigned rather than sign the ordinance, a citizen, J. W. Robinson, presented a petition for an election on disincorporation.

Long Beach called an election on the question of consolidating the two cities, and the State Supreme Court finally compelled the holding of a similar election in Belmont Heights. The vote in Long Beach was 823 to 42, and in Belmont Heights 87 to 47. The promised pier was built six years later.

A reported Los Angeles movement to "take Signal Hill and all water-bearing land in the vicinity, thus placing Long Beach at the mercy of the larger city" was blocked by a Long Beach election in January, 1910. Besides 3.80 square miles adjoining this city on the northeast, which proved of unexpected value following discovery of oil at Signal Hill, the area annexed by that election included a 100-foot strip extending east to the Orange County line. This precluded any possibility that Los Angeles might annex Alamitos Bay and Naples.

The area of Long Beach was increased by 363 acres by an election July 15, 1923, and about 15,000 were added to the city's population, when a section north of Eleventh Street and west of Temple Avenue was annexed. The new area was designated as an additional Councilmanic District, the Eighth.

On November 9, 1923, the Alamitos Bay and Naples districts were annexed. This election added 1939 acres to Long Beach, giving it two more miles of ocean frontage and several miles of frontage along channels and lagoons.

#### "GREATER LONG BEACH"

Then, on December 28 of the same year, Long Beach made the greatest single stride of expansion in its history, adding 10.16 square miles by the so-called Greater Long Beach annexation. How appropriate was this designation will be realized when it is stated that the total previous area of Long Beach was 18.14 square miles. About 7,000 was added to the population count of the municipality by this expansion toward the north. A section about three times as large as that actually annexed would have been "reserved for future annexation" through the acquisition, in the same election, of a shoe-string

strip 100 feet wide and 22 miles long, had not that part of the territory annexed been lost subsequently.

Los Angeles interests made a futile effort to prevent the Greater Long Beach annexation through injunction proceedings, and later made a determined fight in the courts to have the election declared illegal.

In 1927, the Appellate Court reversed the Superior Court and held the annexation election illegal. The chief reason for that decision was the court's belief that the shoestring strip had been annexed for the purpose of forcing the area enclosed thereby to join Long Beach or form a separate municipality.

A motion for a rehearing of the case in the State Supreme Court was granted, and while that was pending Los Angeles interests agreed to drop their court attack upon the Long Beach annexation election if the shoestring itself were disincorporated. Nowland Reid, then City Attorney, prepared the papers stating the details of that compromise agreement, which had been conceived by Mayor Oscar Hauge of Long Beach. On February 17, 1928, disincorporation of the shoestring strip was called for, by a vote of more than five to one, and the Supreme Court, upon the request of both parties concerned, dismissed the suit.

From 1930 to 1941, inclusive, twelve areas comprising 2,607.6 acres were annexed. The Bixby Knolls residential section, Bixby Terrace and five additions to the Municipal Airport, aggregating 600 acres, were among the tracts brought into the city. The largest area annexed consisted of 661.87 acres north of Los Alamitos Circle.

Seven scattered areas containing a total of 369.5 acres, were annexed during 1944. The largest among the seven comprised 105.1 acres, between San Antonio Drive, Atlantic Avenue, the Union Pacific Railroad and Long Beach Boulevard. The second largest, called Alamitos Circle District, comprised 81.14 acres, between Lakewood Avenue, Stearns Street and the then proposed Los Coyotes Diagonal.

## **Record Building Activity**

Fast-growing Long Beach has continued to be a scene of great construction activity, with strong emphasis upon residential, school, business and industrial buildings and also the huge United States Naval Base development, many major units of the Base being within the city's boundaries.

Records of the Department of Building and Safety, compiled by Charles P. Morgan, Superintendent of Building, and Laurence W. Beller, Senior Building Inspector, show that during the past six years Long Beach construction permits were issued for buildings of a total valuation approximating \$124,000,000.

This does not include the huge Naval Base expenditures, except \$18,012,500, a valuation reported when a building permit was issued at the inception of work on Roosevelt Base. The permit was entered in the Municipal records, as an item of historical importance and civic pride. The following building data for the years 1942-1947, inclusive, were provided by the Department of Building and Safety:

Year	Permits Issued	Total Valuation	Residential Valuation	Families Provided for
1947 .....	21,026	\$35,363,120	\$18,306,130	3,979
1946 .....	18,922	40,646,305	13,840,490	3,375
1945 .....	12,955	15,038,595	8,068,395	2,487
1944 .....	15,032	14,422,940	9,329,375	3,686
1943 .....	9,752	9,709,760	6,283,125	2,371
1942 .....	10,278	8,667,930	5,794,545	2,241

In each year's total, the valuation of one-family dwellings is the largest figure in the "Residential Buildings" column. The total residential permit valuation in 1947 included \$11,902,535 for one-family dwellings.

The all-time high, to date, in yearly Long Beach building totals was reached in 1946. That year's figure included \$8,693,115 for "public buildings and works," chiefly in the Harbor District. But the current calendar year, 1948, seemed likely, on July 1, to exceed the 1946 record. During its first six months, 10,357 permits were issued, for buildings to cost \$21,591,390, Building Superintendent Morgan reported. That was \$1,500,000 more than half of the 1946 total. The first half of 1948 registered a total building permit valuation that was more than \$6,000,000 ahead of the valuation represented by 9,977 permits issued during the corresponding portion of 1947.

Commercial, industrial and residential construction activities were contributing extensively to the 1948 total. Sears, Roebuck and Company's \$1,300,000 expansion program and the Press-Telegram Publishing Company's four-story addition to its building were among numerous downtown business district projects well under way. In June alone, permits were issued for construction of 88 single-family residences, to cost \$577,600; 16 multiple-family dwellings, providing housing for 145 families, \$509,000; seventeen store, office or bank buildings, \$405,200. In the Harbor Industrial District, the Procter & Gamble Company was building a \$368,000 addition to its plant, and the Ford Motor Company was spending \$375,000 on property improvements. Naval Base and Long Beach Harbor developments and construction are described elsewhere.



### CITY STADIUM PROJECT

Final plans for an extraordinary public building project, a \$1,300,000 Municipal Stadium with a seating capacity of 25,000, were expected to be ready for presentation to the City Council by September 1, 1948. If the Council then approved the specifications and called for bids, construction could start by November 1, said Edward M. Campbell, city special project engineer.

A \$550,000 bond issue for a Stadium was voted in 1946. The desired site was purchased, but rapid increases in building costs made consummation of the project impossible with the fund available. When hope for sufficient help from the State in "matching money" was abandoned, City Manager Carl B. Wirsching evolved a plan for a "shuffling of city funds" by which the project might be financed. The City Council tentatively approved his plan and placed the Stadium at the top of its list of special projects. Actual construction, it was estimated, would cost \$1,000,000 with \$300,000 required for added facilities, preparation of the playing field, running track and parking areas.

The Stadium project was sponsored by the Junior Chamber of Commerce, which financed two campaigns for the bond issue. In the first election, the bonds failed to get the required two-thirds majority.

The first building permits recorded in Long Beach were issued in 1903. That year's total was \$102,043. Starting construction of the Virginia Hotel boomed the 1906 total to \$1,578,103.

### ERA OF TRANSFORMATION

Building expenditures in the 10-year period beginning in 1910 totaled \$24,592,129, but the following 10 years, which witnessed a veritable transformation of Long Beach due to the discovery of oil at Signal Hill in 1921, ran up a total building outlay of \$148,985,311. Almost all the years in that period averaged more than \$1,000,000 monthly in building permit valuations.

Dozens of the largest and best known office, bank, store, hotel and apartment buildings in Long Beach today were among those constructed during that period, as were the City Hall, the Y.M.C.A. and Y.W.C.A. buildings, schools costing \$4,900,000 and churches costing \$1,000,000. Records show that 265 store buildings and 371 factory and shop buildings were erected in those years. The highest building total of the 1920's was \$23,697,830, in 1923. The new Municipal Auditorium and the Public Utilities Buildings were completed in 1932. During 1933, \$5,317,399 was expended in post-earthquake rehabilitation. By the end of 1937 nearly \$6,000,000 had been spent in replacing school buildings. The smallest total of the 1930's was

\$2,639,670, in 1934, the "depression low" in Long Beach. The 1940 total was \$13,316,465.

In 1939-49, \$2,591,000 was expended on construction of 88 reinforced concrete buildings to provide homes for 607 families in the Carmelitos Housing Project, for which the Government advanced a 60-year loan of \$2,331,000, and in 1942, 40 frame and stucco buildings were added to accomodate 130 families. It is now designated as a County project.

About \$7,500,000 was spent on construction for housing 2,490 families in 1940, and \$8,574,000 in 1941 for housing 2,900 families. During the six years beginning with 1935, housing for 35,000 persons was provided here, Natt Piper, then Building Superintendent, stated.

According to Water Department records, Federal Housing projects including 2,000 units in permanent housing and 1,500 units in temporary housing were completed in the fiscal year 1943-44.

The same department's records show that 1,331 units were completed in private housing projects during that year, and hundreds of units in various private housing projects, some of them exceptionally large, every year since.

How extensively tracts of land within or adjoining the Long Beach city limits have been opened during the past two fiscal years for residential, business and industrial construction is shown by City Planning Commission records. The Commission approved for subdivision 48 tracts, aggregating about 1,200 acres and to be subdivided into about 4,700 lots. In these areas a great number of residences and many business buildings were constructed.

Among the largest subdividers were: L. S. Whaley, eight tracts with 432 acres and 2,400 lots indicated; Griffith, Walker and Lee, Inc., 165 acres, 832 lots; Bixby Land Company, 118.6 acres, 399 lots; Dominguez Land Company, 100 acres, 25 industrial lots; Superior Development Company, 63.2 acres, 236 lots; Montana Land Company, two tracts, 61.8 acres, 218 lots; Biltmore Homes, 41 acres, 214 lots.

### **Bank Figures Climb Swiftly**

Records of Long Beach bank deposits, debits and clearings provide an impressive story of a city's remarkable development. From 1910 to 1920 the bank deposit totals grew from \$3,331,924 to \$30,497,507; in 1930, the total was \$58,854,615; a "depression low" of \$37,418,157 was reached during 1933; gains were reported thereafter, and the following figures as of December 31 of each year, show more rapid increases in deposits from 1940 through 1947: 1940, \$77,949,102; 1941, \$86,558,415; 1942, \$116,946,595; 1943, \$160,456,666; 1944, \$212,443,375; 1945, \$259,848,915; 1946, \$271,720,358; 1947, \$279,922,744.

On June 30, 1948, the bank deposits total was \$286,107,834, which was \$16,552,615 more than the total of deposits on June 30, 1947, and \$1,825,729 more than the total on April 12, 1948. Recent totals reported here included the deposits in Long Beach banks and branches and also those of the People's Bank in Lakewood which, on June 30, 1948, were \$3,864,970.

Debits totals grew from \$352,109,564 in 1935 to \$467,144,634 in 1940, and as follows, from 1941 to 1947, inclusive:

1941, \$619,737,391; 1942, \$883,988,726; 1943, \$1,257,468,942; 1944, \$1,481,158,458; 1945, \$1,484,468,768; 1946, \$1,622,525,120; 1947, \$1,737,162,510.

Long Beach bank debits in June, 1948, totaling \$153,343,000, were \$17,147,000 greater than those of June, 1947.

The Long Beach Clearing House Association, established during 1914, with P. E. Hatch as president, reported bank clearings in 1915 totaling \$17,721,195. The peak total during the 1920's was \$432,151,551, in 1923, the second year after discovery of oil on Signal Hill. The "depression low" was \$138,386,224, in 1933. From 1940 to 1947, inclusive, clearings totals were:

1940, \$196,986,091; 1941, \$255,151,677; 1942, \$326,501,674; 1943, \$398,971,237; 1944, \$486,300,231; 1945, \$483,774,182; 1946, \$455,394,165; 1947, \$477,396,944.

The first bank in Long Beach, fittingly christened the Bank of Long Beach, was opened in 1896 at the northwest corner of Ocean and Pine. It was a State banking institution, incorporated under the California laws with a capitalization of \$25,000. Jotham Bixby was president, P. E. Hatch was cashier, and in addition to those two officers, the directorate included George H. Bixby, D. S. Shaw, T. L. Duque, A. C. Rogers, K. Almind, A. M. Goodhue and E. E. Moore. This was the only bank in town until 1900.

In 1902 it surrendered its State charter, became the National Bank of Long Beach and increased its capitalization to \$100,000. In 1903, Messrs. Bixby and Hatch, with some of the others who had founded the first bank, incorporated the Long Beach Savings Bank, which occupied the same building at the northwest corner of Ocean and Pine Avenues and started with the same capitalization. In 1906, both banks moved into the National Bank of Long Beach Building at the northeast corner of First Street and Pine Ave., the town's first five-story structure.

Mr. Hatch became president of the National Bank in 1917. Four years later the National and Savings Banks consolidated under the name of the Long Beach Trust and Savings Bank, with a capitalization of \$600,000. In December of the same year, the institution merged with the Security Trust and Savings Bank of Los Angeles. In May, 1925, the 13-story Security Building was com-



pleted on the same corner at First and Pine. On April 1, 1929, the Security Trust and Savings and the Los Angeles First National Trust and Savings merged, under the name of Security-First National of Los Angeles. Mr. Hatch continued to be vice-president and Long Beach manager of that institution until ill health compelled his retirement January 1, 1945, nearly a half-century after his Long Beach banking career began. He was succeeded by C. C. Jameson as vice-president and manager.

The second bank in Long Beach, the First National, opened in 1900 at the northwest corner of First and Pine. J. B. Heartwell, Charles L. Heartwell, W. W. Lowe, C. J. Walker, W. L. Campbell, W. P. L. Stafford and J. M. Eliot constituted the first board of directors. The bank's original three-story building was supplanted by a six-story structure in 1906.

In 1905, the State Bank of Long Beach was organized with Walter Snyder president and Harry Barndollar, cashier. The bank was at the southeast corner of First and Pine.

During 1907, three banks were established. On January 15, the Exchange National, with \$100,000 capital and \$10,000 surplus, opened at the southeast corner of Third and Pine. A. J. Wallace was president; M. V. McQuigg, Vice-President, and W. H. Wallace, Cashier. In 1911, Peter H. Updike, Charles A. Wiley and W. J. Gardiner bought the A. J. Wallace and McQuigg interests, representing the control of the bank, and soon afterward bought out the State Bank, merging the two under the name of the Exchange National, and occupying the State Bank's quarters. In 1917, it became the Long Beach National.

On September 18, 1907, B. F. Tucker, a newcomer from Illinois, and others, opened the City National Bank, with \$100,000 capital, at the southeast corner of American and Broadway. Dr. B. W. Scheurer was its first president. Mr. Tucker became president after having been cashier and executive officer for four years. In January, 1908, the bank built and moved into a three-story structure at the northwest corner of Broadway and American, where the 12-story City National Building, a 12-story "own-your-own" bank and office structure, was erected in 1921.

In July, 1922, the City National merged with the Los Angeles Trust & Savings Bank, under the latter's name; which in September was changed to Pacific-Southwest Trust & Savings Bank. That institution and the First National of Los Angeles merged, five years later, under the name of Los Angeles-First National Trust & Savings. In 1929, as already stated, another merger united that bank and the Security Trust & Savings under the name of Security-First National of Los Angeles.

C. J. Walker established the Farmers & Merchants Bank in 1907 at 227 Pine Avenue. Its first directorate included also T. W. Williams, W. H. Dunn, B. W. Hahn and C. E. Huntington. The bank moved into its own 10-story

building at the northeast corner of Third and Pine in 1923. Mr. Walker continued as president until his death. Gus A. Walker, one of his sons, succeeded him.

In 1914, E. J. Wightman organized and was president of the Marine Commercial & Savings Bank, which erected a five-story building on the northwest corner of Pine and Broadway.

In 1920, James W. Tucker and associates organized the Western Savings Bank, first located on the north side of First Street, east of Pine.

Charles A. Wiley, George L. Craig, W. J. Gardiner, A. C. Malone, J. C. Farnham, James G. Craig, C. H. Tucker and Ralph H. Clock were other directors. J. W. Tucker was the first president, later becoming chairman of the board. Wiley succeeded him as president. W. A. Harlan now holds that office.

Also during 1920, Nelson McCook organized the California National Bank, originally located at First and Locust. The bank moved to the northwest corner of First and Pine when the First National moved from the latter location to Fourth and Pine. In 1923, Frank F. Merriam organized the Citizens State Bank, which was located for some time at Seventh and Pine, later moving to Fourth and American. Anton F. Cheroske was president. The Farmers and Merchants later acquired this institution and operated a branch there until its "drive-in" branch bank building at 1401 American Avenue was completed.

The Bank of Italy, which later changed its name to Bank of America National Trust & Savings Association, purchased the new Bank of North Long Beach in 1921, the American Savings Bank at Fourth and American in 1922; next, the Golden State Bank; in 1924, the Long Beach National and its two branches; in 1927, the Marine Trust & Savings Bank, its five-story building and five branches; and, in 1929, the First National Bank, at Fourth and Pine, which was given the name Bank of America, to be adopted by all Bank of Italy establishments a little later. The California National, which had become the California First National, also was acquired by the Bank of America.

Besides its main Long Beach office, the Bank of America, whose Long Beach manager is Vice-President Julian R. Davis, now has five local branches, four of which were expanded in 1948. The Security-First National has three branches, in addition to its main office, and the Farmers & Merchants has two branches, besides its main establishment.

Other Long Beach banks are the Western Bank, formerly known as the Western Savings Bank, and the California Bank, which opened Long Beach offices in October, 1946.

Government approval of Nelson McCook's application to establish an independent national bank in Long Beach was announced in June, 1948. Mr. McCook stated that his associates in the new bank here, which was to be

called the National City Bank of Long Beach, would be Clyde Doyle, P. H. Boyson, Keith Enloe, T. W. Burnham and Glen L. Clark.

## **Postoffice Gains Impressive**

"The Long Beach census in 1940 gave our population as 164,000 and in 1945 it was 241,000. We now are experiencing an increase of approximately 1,000 persons a month, and this Long Beach Post Office is serving a district comprising a population of 325,000."

So stated Postmaster Howard K. Goodwin of Long Beach in March, 1948. Long Beach postal receipts, which had jumped from \$6,000 in 1900 to \$60,122 in 1910, to \$237,418 in 1920, to \$690,063 in 1930, and to \$986,922 in 1940, more than doubled that figure in 1947. The 1941-47 records follow:

1941, \$1,114,514.14; 1942, \$1,268,909.34; 1943, \$1,560,838.39; 1944, \$2,032,516.66; 1945, \$2,223,711.26; 1946, \$2,036,047.97; 1947, \$2,102,027.62. The peak of wartime's effect is shown in 1945's total.

Outgoing Long Beach mails increased in volume from 1941 to 1947, inclusive, as follows: First class mail, from 675,401 pounds to 1,079,818 pounds, a 75 per cent gain; Second and third class mail, from 549,390 to 614,103, or 11.9 per cent; and air mail from 74,124 to 160,475, or 117 per cent.

From 1940 to 1948, the personnel of the Long Beach post office increased from 357 to 734. The number of clerks grew from 136 to 246 in that time, the number of carriers from 140 to 202, and the number of temporary carriers from seven to 118, while 14 special delivery messengers were required, early in 1948, as against six in 1940.

"The outstanding advance in the movement of mails from Long Beach," Postmaster Goodwin stated, "had its inception July 6, 1946, when a thirty-day test period of helicopter mail service began. It was not until January 31, 1948, however, that regular helicopter service was inaugurated between Los Angeles and many nearby cities including Long Beach, thereby speeding up the handling of air mail."

During 1947, Postmaster Goodwin stated that 75 per cent of local post office employees were war veterans. This was believed to be a record for offices of comparable size. The eldest fought in the Spanish-American war, the youngest was a 19-year old veteran of World War II.

Names of Long Beach postmasters since the office was established and the dates on which they assumed their duties are given herewith:

William W. Lowe, June 25, 1895; George W. Farrington, May 10, 1887; Frank Hart, March 31, 1888; Edmund B. Bushman, August 17, 1889; Frank Hart, October 9, 1889; John C. Charles, February 24, 1891; Martin C.



Holman, April 1, 1893; Frank L. Wingard, January 18, 1895; George W. Hirsch, February 14, 1899; Walter J. Desmond, November 29, 1913; Charles H. Windham, March 24, 1922; Fred W. McCullah, December 12, 1922, and the incumbent, Mr. Goodwin, June 30, 1933.

### \$3 SUPPLY OF STAMPS

When W. W. Lowe became the first official postmaster of the village of Long Beach in 1885, \$3 worth of stamps were sent to him. Previously E. H. (Harry) Willey, who in later years became director of the Municipal Band, would bring Long Beach mail from Wilmington when he and his father drove here with butter and eggs. They would leave the mail either at Mr. Lowe's store or at the town's first soft drink emporium, Lincoln Lovett and William Sweeny proprietors, at the northwest corner of Pine and Ocean.

In 1887, the "boom" made business so brisk in the office during Postmaster Farrington's regime, and also in his little store, that he sent East for a nephew, who came here to help him.

Before construction of the Federal Building, in which the post office opened for business September 1, 1934, the office occupied various quarters on Pine and American Avenues. It was located at 626 American Avenue from 1921 until its removal to the Federal Building. Congress appropriated \$40,000 in 1910 for purchase of a building site here. The northeast corner of Third Street and American Avenue, 150 feet square, was bought in 1912, for \$80,000, one half of that amount being provided by citizens' subscriptions. Eighteen years later, the Government spent \$105,000 to enlarge the site, in which its original investment was \$40,000. The additional area purchased was an adjoining lot on East Third Street, 90 x 150 feet in size.

An architect's drawing of the proposed Long Beach Federal Building as designed at Washington was published in a Long Beach newspaper, November 30, 1930. Citizens declared the style of the building and the amount of floor space provided were unsatisfactory.

### BUILDING PLANS REVISED

The Long Beach Architectural Club volunteered to prepare sketches of a building that would meet local approval. The drawings were rushed to Washington, where the new plans were approved, bids requested and a building contract awarded.

Ground was broken March 11, 1932, and the structure was almost completed at the time of the March 10, 1933, earthquake. A permit for necessary repairs was issued January 29, 1934, in the amount of \$125,000. Service was abandoned by the post office only during the night following the temblor. For about 10 days post office work was carried on out of doors. Collection

service was resumed March 11. Attempts were made to deliver all special delivery matter, but few other deliveries were made before Monday, March 13.

About 60 employees were on duty at the time of the quake. Two clerks were killed in attempting to run out of the building. About 10 suffered minor injuries.

Incoming mail during the two weeks immediately following the quake increased greatly, and the postal receipts for March were about \$4,000 more than for the corresponding month in 1932.

Four permits, representing \$618,350, were issued for the Federal Building's construction, prior to the award of a \$34,184 contract, in December, 1934, for completion of all the tower floors above the third, which already was occupied.

The building, consisting of two full stories and a tower 80 x 80 feet, rising above the main portion, is of reinforced concrete, with terra cotta exterior. The tower, which made installation of elevators necessary, was an important addition in the Long Beach architects' plans. Elimination of certain features kept the cost within the amount available through the Congressional appropriation for the structure.

Besides the main Post Office, 12 contract, branch and classified post office stations were in operation in Long Beach in June, 1948, and two were to be added during the year. Four of the classified stations serve in major Naval Base establishments. Long Beach is the post office address for all Naval Base units within the city boundaries.

Post office, air line, city and Chamber of Commerce officials met at the Municipal Airport March 15, 1948, to observe inauguration of air parcel post between the United States and 21 foreign countries, available to Long Beach residents through United Air Lines and Western Air Lines, maintaining flights to and from Long Beach.

### **Telephone Lists Boom**

The great increase in the number of telephones in Long Beach provides another interesting indication of the city's growth.

In 1896 there were only 16 telephones in Long Beach; in 1903, when the first telephone list was published, on a placard, there were 163. By 1920, the number had grown to 9,709, and by 1940 it was 46,247.

As of August 15, 1948, the number of telephone stations in the Long Beach exchange of the Associated Telephone Company, Ltd., was 94,033, more than twice the 1940 figure, according to C. E. Scott, district manager.

The report included telephones in Signal Hill, Seal Beach, Los Alamitos and Lakewood, adjacent areas, which constituted a very small part of the total number, Mr. Scott stated.

## VI

### ADVANTAGES AND ATTRACTIONS

#### Location Extraordinary

The location of Long Beach is peculiarly advantageous. Nature provided for it a setting of enchantment, with mountain ranges to the north and the east, and the waters of the blue Pacific to the south. For Long Beach faces south—not west—upon the sea. It is, therefore, notably free from ocean storms. The Palos Verdes hills on the west and Santa Catalina Island, to the south, add to its protection from ocean winds.

#### Land of Sunshine

The United States Weather Bureau's statement that the Southern California coast region including Long Beach, has "one of the most equable climates" in the entire country is an official, and seemingly restrained, version of the opinion of Long Beach residents and of many thousands of visitors in the city in both the Summer and Winter seasons.

"The Summers are rainless and moderately warm," the Weather Bureau stated in its Climatic Summary of the United States. "The Winters are mild, with occasional storms, but some sunshine is received almost every day."

Monthly and annual mean temperatures in Long Beach, as well as the approximate definiteness of periods during which rain is, or is not, to be anticipated, attest the usual evenness of weather conditions in this section. Mean temperatures for January and July in the past six years were as follows:

1942—January, 57.6;	July, 72
1943—January, 56.1;	July, 69
1944—January, 56;	July, 67.2
1945—January, 55.3;	July, 70.4
1946—January, 53.8;	July, 72
1947—January, 53.8;	July, 72.7

The mean temperatures of those years ranged from 61.8 to 63.7.



An official Weather Bureau table of average temperatures, which was published recently, gave the average temperature of Long Beach over a period of 10 years as 61.6 degrees.

A Weather Bureau summary covering a recent 12-year period reported the average number of sunshiny days a year was 243. The average number of cloudy days was only 52, and of partly cloudy days, 70.

"Climate is the foundation of the prosperity of Southern California. It is the underlying basis upon which the present is established and the future assured." So stated a writer for the old Long Beach Daily Telegram in 1906. Presupposing retorts that "one can't live on climate," the newspaper writer continued: "That is a mistake. One can live on climate; and throughout the length and breadth of Southern California we all do. Not only the invalid, who finds new hope and added years in this genial clime, but the horticulturist, the husbandman, lives and thrives, plants his crops and reaps his harvest, in reliance upon the climate that alone gives lengthened season and abundant fruitage. It lessens the hardships of the poor and makes possible an earthly paradise to the rich. It is one unmatched jewel no other land can show."

Long-time and well informed enthusiasts about the equability of Long Beach climate, its healthfulness and its advantages for industrial and recreational activities alike, have not changed their opinions because 1947 brought Long Beach and its vicinity less rainfall than any other year in the city's history.

The Long Beach rainfall during that calendar year, the Weather Bureau record shows, was 3.55 inches, as against 15.59 in 1946, 15.13 in 1945 and 17.80 inches in 1944, 18.90 in 1943, and 7.58 in 1942.

The average calendar year rainfall in Long Beach from 1895 to 1935 was reported as approximately 12.25. The most rain here falls in December, January, February and March. In only one year during the six last past did the precipitation in April exceed 1.16 inches, and the most rainfall in May during that period was .10 of an inch. The "rainy season" here has been said to extend "from October to May, inclusive," but October's highest total during the last six years was .46 of an inch.

#### "UNUSUAL" MAKES NEWS

Not only was the low rain figure in 1947-48 truly unusual, evoking references to the historic drought of 1863-64; also unusual were 1947-48 winter-season variations in temperature.

Two days in mid-November, 1947, with a minimum temperature of 43 degrees, were the coldest November days in Long Beach since 1931. On Christmas Day, however, the Long Beach Press-Telegram headlined its weather story thus: "Temperature Soars to 86°, Warmest in Nation, as Long Beach Yule Fete Begins."

On January 14, the same newspaper contained this headline: "Warmest Day in January for 20 years." That day's maximum was 82. Thermometers here registered 87 degrees during January 28, 1928. On January 28, just two days after the warmest January day in 20 years, a Press-Telegram headline in the corresponding column, read, "City Shivers as Mercury Drops to 35." That temperature was recorded at an early morning hour.

In mid-April days, 1948, the mercury rose to 93.

#### RAIN FOLLOWED PRAYER

On March 14, 1899, the following paragraph appeared in the semi-weekly Long Beach Press: "The various religious bodies of Southern California have appointed Wednesday, March 15, as a day for humiliation and prayer, the object being to confess the sins of the people and implore forgiveness, to urge for gracious showers of rain and the staying of death and disease. In accord with this there will be service tomorrow (March 15) at the Chapel in the Tabernacle at 10 A.M., at 2:30 at Presbyterian Church and at 7:30 P.M. in each of the various churches."

In the very next issue of the Press—the date was March 17—was found this cheerful report: "Our people certainly have cause for devout thankfulness. The long-desired rain has come and in sufficient quantity to give encouragement to all. It is generally believed that a hay crop is assured and that prospects are very favorable for good crops of fruits."

The season of greatest rainfall since the Los Angeles office of the Weather Bureau was established in 1877, was that of 1883-84, when the precipitation totaled 38.18 inches. Floods twice washed out the track of the horse-car line which "connected Willmore City with the outside world," by way of Thenard Station. W. E. Willmore's desperate efforts to promote Willmore City were thwarted seriously by this and other misfortunes, and he abandoned the project in 1884.

### **Famed Beach Long and Broad**

Long Beach, facing south upon a broad bay of the Pacific, is famous for its miles-long strand, acclaimed for many years as the finest of California beaches. The city—then a tiny village—was given its name in 1884, when the townsite extended less than a dozen blocks along the mesa overlooking the strand and sea. Now there are more than eight miles of ocean frontage between the east and west limits of the city, including the city-owned harbor area, and 4.04 miles of frontage on Alamitos Bay.

The ocean beach here was praised as long ago as Civil War days, by Army personnel stationed at historic Drum Barracks in Wilmington, who rode

with wives or friends in buggies or on horseback, along the strand in front of the area where a city of some 266,000 people has grown.

A Long Beach Methodist Association booklet, printed during 1888, said of the beach: "For a distance of seven or eight miles, 20 teams can drive abreast, the sand being so tightly packed by the action of the tide that the wheels of the carriages can make little or no impression upon it."

The beach and surf now attract men, women and children by the hundreds of thousands, season after season. On the basis of frequent checks by lifeguards, Roy Miller, captain of the Lifeguards Division since 1922, estimated that recent cumulative yearly totals of persons visiting the beach, for bathing or to rest on the sand in Southern California's famous sunshine, have ranged between 5,000,000 and 7,000,000.

Some 5.4 miles of ocean front and three miles of frontage on Alamitos Bay and Colorado Lagoon are under the Lifeguard Division's protection. Eleven all-year stations, as well as its headquarters on Rainbow Pier, are maintained by the lifeguards; and fourteen stations are operated on a seasonal basis. The personnel under Captain Miller ranges from a minimum of 25 to a seasonal peak of 68. The Division has two radio-equipped and speedy rescue boats. Loss of life in the Long Beach surf is extremely rare, and is limited almost entirely to cases of bathers who do not observe the lifeguards' safety precautions when the sea is comparatively rough.

Erosion in the central and east beach areas in the latter 1930's, attributed by engineers to "man-made improvements in the outer harbor since 1896," led to the expenditure of some \$90,000 in Federal and City funds during 1939-40-41 for protection of the Alamitos Bay peninsula beach.

#### BEACH-BUILDING PROJECT

In August, 1941, a \$570,572 contract was awarded by the War Department to a dredging company for the removal of 4,250,000 cubic yards of sand and silt from the mouth of Los Angeles River and piping the dredged material along the strand as far east as Belmont Pier. That large and unusual contract, which, because of war conditions, could not be completed until 1946, made both the central and east beach areas much wider than before. Moreover, the extension of the Federal Breakwater in front of the city provides protection for the beach and is believed to have aided materially in solving the erosion problem in nearly all the local beach area.

Even while the central and eastern portions of the beach were affected by erosion, the west-side beach, from Pine Avenue to the Flood Control Channel (Los Angeles River), had built itself up to a width far greater than ever before.

That the beach should remain forever a playground and park for the public seems to have been the idealistic theory of Willmore, who planned





#### BEACH SCENES

Above: Recent View Looking East Toward Rainbow Pier.  
Below: As Beach Looked in 1901.



Willmore City. But the Long Beach Land and Water Company, in 1888, and other interests, years later, successfully resisted court attempts by city officials to claim title to the beach in behalf of the municipality.

However, about seven miles of ocean waterfront within the city's boundaries are now under public ownership, and 2.97 miles of the frontage of Alamitos Bay also are owned publicly. More than \$728,000 in city and county funds has been expended since 1937 in acquiring ocean and bay beach from private owners.

The Long Beach strand presents vistas that include "the latest" in feminine bathing apparel. That statement recalls, however, a short-lived but historic ordinance which was adopted by a four-to-one vote of the Long Beach City Commissioners in October, 1920. The statute announced "plans and specifications" of women's bathing suits that would be permitted on the beach. The ordinance contained the following provisions:

#### THIS WAS LAW FOR THREE YEARS

"No person over the age of 6 shall appear on any highway or public place or on the sand or beach or in the Pacific Ocean in Long Beach clothed in a bathing suit which does not completely conceal from view all that portion of the trunk of the body of such person below a line around the body even with the upper part of the arm pits, except a circular arm hole for each arm, with the maximum diameter not longer than twice the distance from the upper part of the arm pit to the top of the shoulder, and which does not completely conceal from view each leg from the hip joint to a line around the leg one-third of the way to the knee joint, and without such bathing suit having attached a skirt made of opaque material completely surrounding the person and hanging loosely from the waistline to the bottom of such suit."

A fine of \$300, or a six-month jail sentence, or both, could be assessed as a penalty for a violation of the ordinance. So many intricacies as to measurements were involved, and the question as to who should do the measuring, and how and where, proved so puzzling that difficulties in enforcement of the statute were quite generally admitted. In 1923 a new set of municipal officials repealed the ordinance.

Heavy dark serge or flannel was the favored material for women's bathing suits in the early days of Long Beach, Sarah Bixby-Smith, wrote. Necks were high, and sleeves long. Each feminine bather's suit was equipped with a pair of full bloomers, which were gathered in a ruffle at the ankle, while a voluminous skirt fell to the wearer's knees. Trimming consisted of white braid primly stitched on the sailor collar.



## **Fun and Sports for All**

The popularity of Long Beach as a seaside resort grew rapidly even in its earliest days when the ocean, the beach and the climate—basic natural advantages which have continued to be major attractions—were “about all” there was for its visitors to enjoy. Now, Long Beach offers also a great variety of planned sports and recreational activities, aquatic or on land, and also entertainment and fun galore for those who are young in years or in spirit.

Two big events, inauguration of regular service between Los Angeles and Long Beach by the Pacific Electric Railway Company and the opening of the Long Beach Bath House made July 4, 1902, a day long to be remembered in the seaside town, whose population then was about 3,500. It marked the beginning of extensive development of an amusement district on the beach west of Pine Avenue which came to be known as the Pike, also as the Walk of a Thousand Lights, and in more recent years as the Long Beach Amusement Zone.

Successive seasons saw more and more enterprises located along West Seaside Boulevard on the Bath House Company's property, and the amusement district extended westward. In 1910 Charles I. D. Loeff spent \$150,000 in buying property and leases west of Cedar Way on the south side of Seaside Boulevard, and building a carrousel. The Silver Spray Pier became another popular attraction for fun seekers. In later years the strand site formerly occupied by Hotel Virginia also was filled with “rides” and other concessions.

The Long Beach Bath House, which was enlarged in 1910, opened a new \$400,000 tiled plunge, declared the finest then on the coast, in 1924. The Long Beach Bath House property was taken over by a syndicate, consisting almost entirely of Long Beach men, in 1948, and plans for improvements and additional concessions were announced by Mason Knight, president. Other members of the new board of directors were F. Henry NeCasek, Dr. Frank Stanton, Jr., Clifton R. Hubbard and C. C. Marlette of Long Beach; Sam J. Crawford, Santa Monica, and M. H. Adamson, Los Angeles. James C. Heartwell was treasurer of the new corporation.

Surf, pier, bay and deep-sea fishing attract thousands to Long Beach. One of the latest developments in Long Beach Harbor is Pierpoint Landing, which serves as a pleasure pier with special landing facilities for sport fishing craft, harbor excursion boats and Catalina Island water taxis.

Thrilling racing events with crack outboard and inboard motor boats of all classes are held frequently in Marine Stadium.

## Municipal Band

Long Beach, believed to be the only city maintaining an all-year Municipal Band by taxation, provides two free concerts daily by a high class organization of that kind, under distinguished direction.

On September 28, 1911, the citizens voted by about two to one, to provide a band fund by a special tax. Continuance of this municipal entertainment project for 37 years indicates that it is regarded as a profitable investment in a city which, despite its great industrial development, never forgets the importance of its great "tourist business" as well.

The Municipal Band gives its summer concerts in the city's bandshell on the beach, east of Pine Avenue, and its winter-season programs in the Municipal Auditorium, excepting occasions when it participates in parades or plays for other special events in Long Beach or elsewhere.

In one year the band played 625 regular concerts, filled 47 special engagements and marched in 16 parades. Among the special engagements were appearances in Hollywood Bowl and at the National Orange Show, San Bernardino. The band also played the accompaniment for the oratorio, "The Messiah," in the Municipal Auditorium.

In 1909, E. H. (Harry) Willey formed what he called a "Municipal Band," consisting of American musicians and supported by dance revenues and voluntary subscriptions. The Long Beach Bath House and Amusement Company eventually made a payment of \$5,000 a year for six afternoon and three evening band concerts weekly from the company's beach bandstand. On September 5, 1911, a proposed 12-cent band tax levy failed by 58 votes to get the required three-fifths majority, but 23 days later a 10-cent levy was approved.

Willey resigned after leading the band eight years, and was succeeded by Osa C. Foster, who served in that capacity for the same length of time. Then Herbert L. Clarke, cornet virtuoso and composer, who had been cornet soloist and assistant director of Sousa's band 25 years and with Victor Herbert's band four years, was brought to Long Beach as Municipal Band director. He served in that capacity 19 years, retiring then because of illness. He died in January, 1945. B. A. Rolfe, who had been a director of bands and orchestras in the east, was engaged as Dr. Clarke's successor, but resigned two years later.

Then J. J. Richards, widely known both as a director of city and circus bands and as a composer, was proffered the Long Beach band leadership, which he accepted, assuming the position in May, 1946. He came here from Sterling, Illinois. He was elected vice-president of the American Bandmaster's Association during its 1948 convention.

The very first band in Long Beach consisted of five members of the Cuthbert family and bore the family name. Dr. W. L. Cuthbert, who became

the town's first health officer, was the director of the band and also played the drums and cymbals. Mrs. Edward Hendryx Jackson (Nina Cuthbert) who played the baritone horn, still resides here.

Willey had been leader of an orchestra of stringed instruments which gave concerts and played for dances in the old Municipal Pavilion about 20 years before.

David Douglas, George Derby, Nicola Donatelli and Marco Vessella were successive leaders of Long Beach bands which gave public concerts and played for dances, from 1902 until Willey organized an American Band after several years of music by Italian bands under Italian direction.

## **Popular Convention City**

Long Beach is becoming more and more famous as a convention city. Besides the reasons which make Long Beach attractive to thousands of vacationists and other "tourist" visitors every year, the facilities provided in the Municipal Auditorium on the ocean front have been acclaimed by numerous organizations and other groups as particularly well adapted and pleasingly located for convention meetings. The commodious Auditorium includes three large halls and numerous committee rooms, and, while it is on the beach, it also is virtually in the downtown business and hotel district.

From 1932, when the present Municipal Auditorium was completed, to the end of 1947, Long Beach was the scene of 485 conventions, bringing to this city a total of 449,382 delegates and other visitors, according to David Olmsted, manager of both the Municipal Auditorium and the Long Beach Convention Bureau.

For 1948, he scheduled more than 60 conventions here. During one week in June, some 6,000 persons, representing four organizations, were in Long Beach as convention delegates or visitors.

For various other special events, also, the Municipal Auditorium and other Long Beach facilities are found attractive. The second largest dog show in the United States, a Harbor Cities Kennel Club event, was held in the Auditorium June 19-20, this year. This dog show, established here in 1947, was second only, in 1948, to the Madison Square Garden classic held annually in New York.

The Long Beach Flower Show, sponsored by Pacific Flower Shows, Inc., has been established since the end of World War II as an annual August event in Long Beach, and was expected to become one of the largest shows of this kind on the Pacific Coast.

There are more than 200 hotels and motels in Long Beach, and some 1,300 apartment buildings. Many of the hotels and apartment establishments



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are both large and modern. The principal and more commodious hostelries are affiliated with the Long Beach Hotel Association, and there are many notably attractive motels among the 74 which are represented in the Motel Association.

These organizations co-operate with the Convention Bureau and the Chamber of Commerce, in the interests of members of convention groups.

Most famous of all former hotels here was the \$1,250,000 Virginia, a concrete and steel structure, furnished elaborately, which opened March 31, 1908, and for a quarter-century was one of the most fashionable hostelries on the Pacific Coast. It closed its doors October 1, 1932, and later was razed. Guests from foreign lands, as well as from cities throughout the United States, were guests at the Virginia. The world's most famous tennis stars played in championship tournaments on the Virginia's courts.

## **VII**

### **CITY'S PUBLIC FACILITIES**

#### **Public Library**

Public library movements were begun in 1895 in both the original Long Beach townsite, west of Alamitos Avenue, and in the Alamitos townsite, which later became part of the city of Long Beach. Rev. Sidney C. Kendall, who came to Long Beach in 1895, initiated the organization of the Long Beach Library Association and the opening of a small library and reading room in a rough-boarded, one-story "shack" on the north side of Ocean Park Avenue (now Ocean Boulevard), on New Year's Day, 1896.

Miss Cora Matthews was the first librarian and Miss Lila Castle her assistant. Mrs. M. R. Spangler succeeded Miss Matthews, who resigned suddenly because she could not maintain quiet in the room. Library Association dues were 25 cents a month or \$1 a year. By September, 1897, the organization's small fund was exhausted. The librarian's salary had been \$10 a month. A volunteer-librarian policy became necessary.

In 1899, the library was moved into a room at the southeast corner of the first floor of the first Long Beach City Hall, on the present City Hall site, and was turned over formally to the city.

Two years before, however, the Alamitos Library Association, organized in 1895, had brought about the construction of the first library building in the area now covered by the city of Long Beach. The Bixbys gave to the Association the lot on East Third Street, (then Bishop Street), where the present Alamitos Branch Library stands. Money was borrowed, and a one-story library building erected. The Alamitos Library Association has the distinction of being the oldest organization among Long Beach women's clubs.

There were 1,141 books in the library when it was moved to the City Hall and formally presented to the city by Miss Mary Brown, Library Association president. Mrs. Spangler accepted reappointment as librarian. During June, 1901, the library's book circulation was 853. In July, 1902, one year later, it was 2,123.

The public library became a tax-supported institution January 1, 1902, City Trustees agreeing to a library tax levy. The first Library Board was appointed in 1901. The original library tax levy was three cents on \$100 assessed

valuation. This provided for \$250 for library maintenance. During the first "free" year, the number of books borrowed increased from 5,915 to 20,662.

#### \$30,000 GIVEN BY CARNEGIE

Miss Victoria Ellis, who became librarian in 1903, moved the library to more commodious quarters on the second floor of the City Hall, where it remained until completion of the "Carnegie Library" in "Pacific Park" in 1909. A letter had been sent to Andrew Carnegie in 1902 asking about a possible donation for a Long Beach library building, but the negotiations lapsed until a quitclaim deed was obtained from the Long Beach Land and Water Company, making the park site available for library purposes. Carnegie then offered to donate \$12,500 provided the city would pledge \$1,250 for the library's annual support. Further correspondence convinced him of the rapid growth of Long Beach, and he increased his donation to \$30,000. The building contract was awarded in July, 1908, at \$34,000, the cornerstone was laid September 5 and the building was opened to the public May 29, 1909.

On February 10, 1910, the Alamitos Association presented the Alamitos Library building and site to the city of Long Beach. Five weeks later, Mr. Carnegie made his only visit to Long Beach, and inspected the library which bore his name.

During that year, the library's book stock increased to 18,373 volumes, and the circulation of books totaled 171,898. Just four years before, there were 6,678 books in the library and the circulation totaled 74,939.

Miss Zaidee Brown succeeded Miss Ellis as librarian in 1914, continuing in that capacity until 1923. Mrs. Theodora Brewitt, a University of Wisconsin library school graduate and for five years principal of the Los Angeles Public Library School, became assistant librarian here in 1921 and succeeded Miss Brown when the latter resigned.

The library then contained 64,000 volumes and its annual book circulation was about 591,000. Mrs. Brewitt brought about the establishment of more branch libraries, and 1923-24 saw a 100 per cent increase in their use.

A new Alamitos Branch Library Building costing \$38,000 supplanted the old structure in January, 1929.

The "depression" years strained the library's resources. People out of work crowded the Main Library and the branches. The greatest circulation figure in the library's history, 1,632,298, was recorded during the fiscal year 1932-33. The earthquake on March 10, 1933, seriously damaged the Main Library and three of the branches, and totally destroyed the East Long Beach Branch. Every effort was made to continue service in spite of handicaps. Temporary locations were sought. Outdoor reading rooms were established in patios at the Alamitos and Burnett branches. After a few days, the main



library was reoccupied. Despite all difficulties, the 1933-34 circulation figure was 1,492,896.

#### MAIN LIBRARY REBUILT, ENLARGED

Rebuilding and enlargement of the Main Library as a WPA project was begun in 1936. A major improvement was the addition of a five-floor stack room, providing space for about 130,000 more volumes. During the reconstruction, the main library occupied the building now owned and occupied by the Long Beach Independent.

During 1948, a modern and spacious branch library building was completed on the corner of Anaheim and Belmont, for the area formerly served by the East Long Beach Branch, which was said to have been "outgrown both in capacity and location." Facilities of eight branch libraries were being used extensively. The others were: Alamitos Branch, whose early history has been narrated briefly; Burnett, opened in 1924; North Long Beach, 1926; Bay Shore, in its present location since 1940; Bert Harte, opened in '41, and Mark Twain and Richard Henry Dana Branches, developed from earlier library stations.

"From modest beginnings the Long Beach Public Library has come a long way," Mrs. Brewitt stated in July, 1948. "It has met the challenges of changing conditions as the city has grown.

"A bookmobile was added in 1944 to take the library to new areas remote from branches. Library materials have been expanded to include phonograph records and films. In developing book collections and services the emphasis has shifted from the recreational function of the library to its place as an instrument of enlightenment and education.

"This is reflected in the increased use of the library for information and research. The report of the fiscal year 1947-48 shows 234,533 books on hand, with an approximate circulation of 1,306,000 and a total of 79,819 registered borrowers."

### Piers and Auditoriums

Ocean piers built by the city for the public's pleasure and Municipal Auditoriums providing facilities for conventions and other public gatherings have been popular civic assets of Long Beach since its early days and of great benefit to the community.

In 1885, the Long Beach Land and Water Company constructed a pier, 700 feet long and 32 feet wide, from the beach at the foot of Magnolia Avenue. It was the town's only pier for eight years. Built on wooden piling, it cost about \$4,000.



#### EARLY PIERS BIG ATTRACTIONS

Above, First Pine Avenue Pleasure Pier, Opened in 1893; Pavilion Built in 1905. Below, Double-decked Pine Avenue Pier, opened in 1904. These Old Piers Attracted Many Visitors. (Library Photographs).





In 1892, the first municipal pleasure pier in California was financed by a \$15,000 bond issue, approved by a vote of 120 to 21, the first city bond issue submitted to Long Beach voters. Built at Pine Avenue, it was 1,800 feet long and was completed in 1893.

In 1899, the Long Beach Pavilion, predecessor of the first Municipal Auditorium, was financed by a \$4,000 bond issue, entitled "Public Bath House" and voted on January 21, 1899. There was no authority in the State laws for a sixth class city to issue bonds for a pavilion, but a bath house issue would be legal. Hence, when plans for a pavilion, chiefly a place for band concerts and dancing, were prepared, they included also about a dozen small rooms, below the pavilion floor, which could be regarded as potential dressing rooms for ocean bathers. Thus, it was possible to call the proposed structure a bath house. The Pavilion was built on the beach, at the east side of, and connected with, the Pine Avenue Pier.

In 1902, \$6800 was spent in doubling the size of the Pavilion.

In 1903, a \$100,000 bond issue was approved by a vote of 452 to 14 for a "double-decked, cylinder pier, at the foot of Pine Avenue." Said to be "the first pier of its kind," the superstructure was built on cylinders, or caissons, filled with concrete. The pier was opened on November 12, 1904, with a "Golden Key" unlocking the pier gates.

The construction contract was awarded at \$77,400. The upper deck was for pedestrians only. On the lower deck was a narrow walk and a driveway. From Ocean Avenue to the Pavilion, the pier was 40 feet wide; for the next 1,000 feet it was 32 feet wide, and the outer wharf was 100 x 296 feet in area. A Sun Parlor was built over the outer wharf at a cost of \$2,898, in April, 1905.

Nineteen of the caissons under the pier, then nearing completion, were lost in an ocean storm of September 5, 1904, and four in a storm on March 13, 1906. Repeatedly thereafter, the pier was damaged by heavy caissons giving way. Many of them were cut loose, and eventually all were supplanted by wooden piling. Thousands of dollars were spent for repairs. On July 4 and 5, 1910, "tumultuous breakers, together with a high tide" washed out 80 feet of the center of the pier. That added \$15,000 to the cost of upkeep. In 1923, \$25,800 of County funds was spent on improvements to the then remaining outer end of the pier and a link connecting it with the Rainbow Pier.

On September 5, 1934, 30 years, to a day, after the storm which caused \$6,000 damage to the structure before it was opened to the public, the last remaining vestige of the pier was destroyed by the heaviest seas long-time residents had witnessed here.

In 1905, Long Beach suffered the loss of its enlarged Pavilion in a midnight fire, January 5, but on February 25, voters approved a \$30,000 bond

issue for a "Public Convention Hall" by a vote of 828 to 40. A contract was awarded, at \$32,000. Lumber was brought for the structure from the North on the S. S. Northland, thrown overboard east of the pier and rafted to shore.

A two-story building, 150 x 244 feet in ground dimensions, with 40,000 square feet of floor space in the main hall, a balcony and two outside promenades, was ready for dedication November 15, 1905. The structure, known from the beginning as the Municipal Auditorium despite its election ordinance designation as a "convention hall," was given the nickname, "The Old Barn" during the last years of its quarter-century of almost continuous service as a place for band concerts, conventions, concerts, lectures and other events, including industrial shows and athletic contests.

After the Empire Day disaster of May 24, 1913, described elsewhere in this volume, the Municipal Auditorium was not used until its rededication February 9, 1915.

In 1914, the Long Beach Bath House Company offered to sell its property between Pine and Cedar Avenues, south of Ocean Boulevard, to the city for \$700,000, and a bond issue of \$1,100,000 for buying the property and building a \$400,000 Auditorium was submitted to the voters. The proposal was voted down, after a spirited campaign.

A few months before that election, J. C. Working of Los Angeles sought unsuccessfully to lease the Auditorium site for 35 years for construction and maintenance of a \$300,000 building for auditorium and other purposes. He proposed that at the end of the lease period the building would become the city's property.

In September, 1914, \$50,000 for building a pier in the Belmont Heights district was voted and a concrete pier, 975 feet long and 112 feet in width at its widest point, was completed and dedicated in December 25, 1915.

In 1919, and again in 1922, Auditorium bond issues, each in the amount of \$1,000,000, were defeated. In 1927, a \$35,000 bond issue for "plans and specifications for a new Auditorium" was defeated, but in a straw vote as to preference for an Auditorium location, 12,543 persons favored an ocean-front site between Pine and American Avenues. The second highest vote favored a location "south of Fourth and east of American."

On May 1, 1928, in an election that brought out the largest vote ever cast in Long Beach up to that time, a combined Auditorium-and-Pier bond issue in the amount of \$2,800,000 was approved by the overwhelming majority of 33,369 to 4,851.

An Auditorium was to be built on an eight-acre "fill," its entrance facing American Avenue, and a horseshoe pier—later christened Rainbow Pier—was to enclose 35 acres for the building site and a still water lagoon. This pier, 3,800 feet long, was to extend from Pine Avenue to Linden Avenue.

More than 310,000 tons of rock were used in the pier enrockment, which was completed in 1929, and the pier was opened to pedestrian and vehicular traffic in 1930. During 1929 piling was driven for the bulkhead of the Auditorium fill and 219,000 cubic yards of sand were pumped into it from the harbor area. Construction of the Auditorium was begun on March 22, 1930.

The Auditorium, a reinforced concrete structure with Indiana limestone facing, covers about two acres, being approximately 175 x 400 feet. Italian marble was used in the interior lobbies. On the ground floor is an Exhibit Hall with a floor area of about 23,000 square feet. Above is the main auditorium, Convention Hall, with a seating capacity of almost 5,000. South of Convention Hall is Concert Hall, with a seating capacity of about 1,400. On the ceiling is a painting, "To Music," 44 x 77 feet in dimensions, by Martin Syvertson. Between Convention and Concert halls is a huge stage area, divided into two stages by soundproof and fireproof curtains weighing many tons, which can be raised and lowered by electrically operated hydraulic pumps.

The total cost of the Auditorium, including architect's fees but not the "fill," was \$1,660,371. The cost of the pier and "fill," built by the Hauser Company under a single contract, was \$1,268,719. The Auditorium was dedicated during the week of March 7-13, 1932.

In later years, a mammoth mosaic on the Municipal Auditorium's facade was completed by the Federal Art Project of the Works Progress Administration, through co-operation with the city, which provided materials. Approximately 462,000 pieces of semi-vitreous, glazed tile were used in the unique mosaic, more than 37 feet in height and more than 22 feet in width. Said to be the largest WPA art project in the United States, it was conceived by Henry A. Nord of Long Beach. It depicts the city's recreational activities.

The Auditorium halls have been filled to capacity for grand opera, oratorios, other musical attractions, conventions, educational and religious gatherings, lectures, plays, dances and other events, and the diversity of the building's usefulness has been demonstrated further by art exhibits, Better Homes Expositions, flower shows, automobile shows, dog shows, and tennis, basketball and wrestling matches.

## **Public Parks**

Long Beach has numerous public parks, comprising a total of 1,025.08 acres. Parks are located on the ocean strand and the bluffs overlooking the beach and the sea, in the heart of the downtown area, and in residential districts in various sections of the city. The parks are under the supervision of a Superintendent of Parks, who is an officer in the Department of Public Service.

Ernest R. Barker, former operations and maintenance foreman of the Park Department, was appointed Superintendent of Parks August 3, 1948,



following the sudden death of H. J. Scherer, who had held that post since 1940. James Kincaid is Director of Public Service. Col. Jesse Jackson, assistant city engineer, serves both the Park Department and the Recreation Commission in an engineering capacity.

A few of the larger parks and some others which also are of special interest will be mentioned briefly here.

Recreation Park, by far the largest in the city, consists of 498.86 acres of land and water. Of the total land area of 417.06 acres two Municipal Golf Courses, of 18 and 9 holes, respectively, occupy 123 and 37 acres. The park's water area is 81.8 acres, including the Marine Stadium and the Colorado Park Lagoon. There are community clubhouses, one a commodious structure, and facilities for baseball, softball, tennis, lawn bowling and flycasting are provided.

Of the Recreation Park area, 257 acres were acquired from the Alamitos Land Company by a \$900,000 bond issue approved June 15, 1923, by the overwhelming majority of 10,723 to 659.

From the San Gabriel River Improvement Company 140 acres were obtained under an agreement that the city would fill other land belonging to that company with dredgings from a lagoon through that area. That lagoon became the Marine Stadium. Other acreage was purchased from individuals.

#### PARK WAS "FAR OUT OF TOWN"

Bixby Park, originally called Alamitos Park, comprised 10.12 acres when deeded as a gift to the city of Long Beach in 1903 by the Alamitos Land Company. It extended south from Broadway (then Railway Street) between Cherry (then Independencia) Avenue and Junipero Avenue, to Ocean Boulevard (then Ocean Park Avenue). Some Long Beach citizens protested the acceptance of a park "so far out of town." That area was annexed to Long Beach in 1905. In recent years, Bixby Park was increased in area to 12.80 acres by purchase of bluff property directly south. John W. Bixby, Fred H. Bixby's father, helped set out the first trees and shrubs in this park. For many years it has been the most popular park for large picnics. Numerous State Society picnics are held there annually. The park contains a playground for children, a bandstand with public address system, picnic tables and a coffee house, and facilities for shuffleboard, cards and checkers. A subway under Ocean Boulevard leads to the beach.

Lincoln Park, known as Pacific Park before the completion of a statute of Abraham Lincoln there in July, 1915, comprises 4.9 acres between Broadway and Ocean Boulevard and between Pacific and Cedar Avenues. The area was indicated as a park on the first townsite map and was deeded to the city, some 20 years later, by the Long Beach Land and Water Company. The city's Main Public Library has occupied the center of the park since 1909. Facilities

in this downtown park for shuffleboard, roque, chess, cards, and pitching horseshoes are used extensively.

Auditorium Park, on the beach at the foot of American Avenue, was made possible in 1931 by filling in the area which is occupied by the park and Municipal Auditorium.

#### BLUFF BEAUTY SPOT

East Bluff Park, south of Ocean Boulevard, between 19th Place and Redondo Avenue, was a gift from the Alamitos Land Company in 1919. In earlier years the Pacific Electric was given an easement along the bluff for its Alamitos Bay Line. Some years after the Pacific Electric line on the Bluff was discontinued and the land deeded to the city for park purposes, beautification of the bluff park began. Lawn, shrubs and bright flower gardens, and a cement walk along the edge of the bluff overlooking the beach and ocean, transformed the area into an attractive and popular esplanade.

A clubhouse, a baseball diamond and a children's playground are among the facilities in Houghton Park, which is located on Atlantic Avenue north of Harding Street and contains 28.88 acres. Three acres were donated to the city in 1924 by Stanley W. Houghton, Dove C. Houghton, and Eliza P. Houghton in memory of Colonel Sherman O. Houghton, who died in 1914 at the family home on a farm which included the present park site. Colonel Houghton was a member of Congress in 1871-75, representing a district that included all of California south of San Francisco. He obtained the first Federal appropriation for harbor improvement at San Pedro. He bought the farm here in 1896.

After Zimmerman and Dyer, a real estate firm, donated another acre, the city purchased the rest of the land now constituting Houghton Park.

#### TWO BEACH PARKS

Palm Beach Park, comprising about 30 acres, is a unique development west of Silver Spray Pier in an area over which the ocean surf formerly rolled toward the sea wall. The beach having been built up extensively, a section four blocks long was transformed into a recreation area, beginning in 1937. The "Palm Beach Park oil field," in which wells have been bottomed by slant-drilling from Pier A at the harbor, extends seaward from Seaside Boulevard.

State Park, with frontages on both the ocean and Alamitos Bas, comprises 37 acres on the tip of the Alamitos Bay peninsula. This area, purchased by the State, with contributions of land by both Long Beach and Los Angeles County, is supervised by the Municipal Recreation Commission under a 10-year

lease for which it makes a token payment of \$1 a year. Picnic facilities, including fire rings, are provided.

Silverado Park, consisting of 13.33 acres at Thirty-Second and Santa Fe, was purchased in 1925 for \$60,752 of the city's Signal Hill oil revenue. The park contains a clubhouse, built in 1938, a baseball field and tennis courts. The municipal nursery is located there.

Lookout Park, consisting of 1.7 acres west of Cherry Avenue and south of Burnett Street, was purchased from P. E. Hatch in 1920 for \$3,500. Oil was discovered at Signal Hill the next year, and the city received \$4,008 as its first monthly royalty payment under an oil lease that included the park.

### **Co-ordinated Recreation Plan**

The Long Beach co-ordinated plan of supervised municipal and public school recreation was established by the adoption of a city charter amendment on February 26, 1929, by a vote of 6,774 to 3,723. Control and maintenance of facilities and activities under the co-ordinated plan were placed in the hands of a Recreation Commission of nine members. The amendment also provided that the City Council must make an annual tax levy of "not less than five cents on each \$100 assessed valuation," to finance the program. In 1948 the Recreation Commission had under its supervision 20 municipal playgrounds and community centers, five aquatic areas, nine housing project playgrounds, and a 12½-acre camp in the Angeles National Forest.

In those areas, nine of which are in Long Beach parks, are provided facilities for children's play, athletic sports, aquatic sports, adult sports and games, day camping, over-night camping, picnics, pageants, outdoor and indoor programs, clubhouse programs of various age groups and a variety of clubs.

A total of more than 100 different activities and organizations under those general classifications are sponsored or assisted by the Commission.

The building at 350 East Ocean Boulevard, dedicated as a Municipal Servicemen's Club in 1942, was purchased from the Federal Government in 1946 by the city as a permanent home for the Servicemen's Club under Recreation Commission supervision.

Twelve or more Teen-age Clubs, giving teen-agers opportunities for social recreation and also for organization and self-government experience, have been formed in Long Beach under Recreation Commission sponsorship.

Clyde Doyle, first president of the Recreation Commission, retained that office until he resigned in 1944. John A. Paap succeeded him and was president until the end of his term of membership on the commission, in June, 1948, when Mrs. Stuart LeRoy Anderson, formerly vice-president, was chosen presi-



dent. The City Manager and Superintendent of Schools automatically become members of the Commission, and the City Council and the Board of Education each designate one of its members for similar service.

The Commission's budget for 1947-48 was \$468,520, which was \$95,000 more than that of the preceeding year. The budget for 1948-49 was fixed at \$539,100, plus a special fund of \$90,000 for rehabilitation of used equipment.

"This (Long Beach) plan has achieved state-wide and national recognition and has been copied in principle in many places," George Hjelte, superintendent of the Los Angeles Department of Recreation and Parks, reported to a survey organization which employed him in 1947 as an expert investigator. "Conceived as a method of achieving maximum use of all available public areas and facilities, and as a means of avoiding duplication of services by agencies which are legally separate, namely, municipal departments and schools, it has demonstrated its worth in Long Beach." Hjelte is author of a book entitled "The Administration of Public Recreation."

"As a recreational city, Long Beach is a center for fully 1,300,000 persons who enjoy its numerous and varied recreational advantages," said a Recreation Commission spokesman in 1948, citing the results of a survey at aquatic recreation areas. Of the persons there he said 68 per cent were from outside Long Beach.

Mrs. Anderson, president of the Recreation Commission, asked the City Council in July, 1948, to consider consolidation of the Recreation and Park Departments under one head, as has been done in other cities. She said that a merger "should increase efficiency and economy." Consolidation of the departments had been recommended in May by a Chamber of Commerce committee.

## **VIII**

### **HEALTH SAFEGUARDS AND SERVICES**

#### **Health Advantages of Long Beach**

Physicians and surgeons cite various reasons for their belief that Long Beach deserves wide advertising as a healthful city. They assert it is exceptionally desirable as a haven for invalids and convalescents, and a locality remarkably favorable for the upbringing of children. Members of the medical profession point out that open air activities are possible here the year around; the climate is notably equable, fresh fruits and vegetables are available in all seasons; quiet rest or virtually any type of recreation may be enjoyed; and when desired, a change to mountain air is only a matter of an easy and brief drive over excellent highways.

Health safeguards are maintained strictly by the Municipal Department of Public Health, with the fullest co-operation of the medical and surgical professions. I. D. Litwack, M.D., a member of the health department since 1937, was appointed City Health Officer in 1948 after having been Acting Health Officer six months.

The public health service program has been expanded in recent years. The health department staff has increased from 31 to 54 since 1942, and personnel needs will continue to increase, to meet basic health service requirements, according to Health Officer Litwack. He hoped for the early organization of a Division of Public Health Education. One Child Care clinic for special attention to infants and children of pre-school age was opened in 1948 in Houghton Park, and Dr. Litwack said similar clinics should be established in other parts of the city. The Health department's statistical reports show a great number of monthly field visits and inspections. The Municipal Board of Health for 1948-49 includes E. E. Buffum, chairman; Burns Chaffee, M.D., Charles O. Poitevin, D.O., Dr. Sylvia Kahlstrom, M.D., and Mrs. T. R. Swenson. A. M. Harvey, M.D., is Assistant Health Officer.

#### **MEDICAL SOCIETY**

The Harbor Branch of the Los Angeles County Medical Society, which now has about 300 members, had its inception in October, 1905, when phy-

sicians and surgeons in Long Beach met in the home of Dr. Harriman Jones to form an organization. Dr. Homer O. Bates was made "permanent chairman." The group became the Long Beach Branch of the County Medical Association. The need for a hospital being recognized, a group of professional and lay people formed the Long Beach Hospital Association and sold stock to build the first Long Beach hospital, at Tenth and Linden. It later was leased to Dr. and Mrs. Simpson. St. Mary's Hospital now occupies the site.

"During the depression years the voice of our Branch was little heard on many problems affecting us alone," said George F. Paap, M.D., in a historical sketch of the organization," and the Long Beach Academy of Medicine was organized in 1929, Dr. C. C. Campbell was its first president. It served well a good cause for six years. It finally was disbanded and its activities transferred to the Harbor Branch."

In 1942, the Civilian Defense Medical Division was organized by Dr. Robert W. Wilcox. This function, when perfected, was turned over to the Harbor Branch and carried on under the leadership of Dr. John Cottrell, then president.

"The medical men in Long Beach worked double time to cope with the demands of war and post-war conditions," said Dr. Paap. "We were very fortunate in having the Naval Hospital located here. Its staff presented a seminar each month, to which all our members were invited."

Forty members of the Harbor Branch served with the armed forces during World War II. Among them were Dr. Frederick Kellogg and Dr. Milo Ellik, president and secretary, respectively, of the Branch in 1948-49. In 1948, the organization voted indorsement of the new National Civilian Blood Bank program of the American Red Cross, and Dr. Paap, a member of the Long Beach Red Cross chapter's board of directors, accepted the chairmanship of the chapter's Blood Bank committee.

#### SEASIDE MEMORIAL HOSPITAL

Seaside Memorial Hospital, which has become the largest private hospital in California and, in the number of patients admitted, the largest on the Pacific Coast, and which cared for about 16,000 patients and gave more than \$100,000 in free hospital and clinical services in 1947, had its beginning as "Seaside Hospital," in 1907, in a rented, two-story house still standing at the northwest corner of East Broadway and Junipero Avenue. There its bed capacity was 18 and its patients during the first year numbered 543. Seaside Memorial Hospital's bed capacity now is 425.

In 1913, a 31-room hospital costing \$30,000 was built at Fourteenth and Magnolia on two lots valued at \$700 each, described then as "comparatively cheap land on the outskirts of the city." Four additional units have been built,



as well as a nurses' home and a laundry. In 1937 Seaside was re-organized into a non-profit institution under California laws, and the present name was adopted.

In 1948, assets of the hospital, including land, buildings and equipment, totaled in value \$930,448. Plans have been prepared for an eight-story, steel and concrete plant to be constructed on the present site and adjoining property. The Children's Auxiliary of Seaside Memorial Hospital is carrying forward activities in behalf of the Children's Wing of the proposed new plant and to buy equipment for current use and provide hospitalization for needy children.

After World War II, Seaside was approved by the American Medical Association and the American College of Surgeons as an interne and post-graduate training center, and in 1948 16 young doctors were in training. The intern training is directed toward developing general practitioners, and the postgraduate toward specialization. The hospital library is one of the most complete of its kind in the country.

Stirling Pillsbury, M.D., is president of the hospital's board of directors in 1948. Miss Irmela M. Witke is administrator of the institution.

#### COMMUNITY HOSPITAL

Long Beach Community Hospital, financed through a \$100,000 public hospital bond issue voted in April, 1922, and by gifts, endowments and subscriptions, was built on city-own land and opened in August, 1924. The institution was leased to the Community Hospital Association. The late Fillmore Condit, mayor of Long Beach in 1924-27, was a leader in the hospital movement, a large contributor to the project and president of the Hospital Association, a non-profit organization of citizens, until his death. B. F. Tucker has served as president since that time.

More than 300 patients were given medical or surgical attention without charge during the first 30 months of the hospital's existence. Individuals eventually put \$350,000 into the establishment, the bonds were retired and Community Hospital has been reported debt-free. Plans for a contemplated large addition to the hospital have been prepared. Miss Sarah A. Ruddy is superintendent of the institution.

#### ST. MARY'S HOSPITAL

St. Mary's Hospital, formerly the Long Beach Sanitarium, was taken over in 1923 by the Sisters of Charity of the Incarnate Word. This was the first California hospital maintained by the Sisters. It was approved by the American College of Surgeons in 1926. In 1927, construction of a \$400,000 hospital plant on the same site was begun, the old building being moved and converted into a nurses' home.

The hospital was damaged severely by the earthquake in 1933, and construction of another \$250,000 building with 100 bed capacity was begun in September, 1935. In December, 1947, a \$1,000,000 building permit was issued and construction was begun on a large, modernly designed addition, to increase the bed capacity by 150, including 33 beds on a floor set apart for children.

#### HARRIMAN JONES CLINIC

The Harriman Jones Clinic, the fruition of a project long planned by Dr. W. Harriman Jones, pioneer Long Beach physician and surgeon, was built in 1930, representing an investment of \$240,000. Property adjoining it on the west has been purchased, and plans have been drawn for expansion of the clinic plant over that area. Present buildings on that property are occupied by a pediatrics department and a nurses' home.

#### OSTEOPATHS' FACILITIES AND PLANS

The Long Beach Osteopathic Society, a component of the California Osteopathic Society, was organized in 1913, in the office of Arthur E. Pike, D.O., then at 221 West Fourth Street. Dr. Pike, who still resides in Long Beach, was its first president. There were, he recalls, "four or five members of the profession in Long Beach." The society now has a membership of about 100. Dr. Walter E. Mattocks, D.O., is president and James E. Jensen, D.O., secretary.

The Los Cerritos Maternity Hospital and Long Beach Polyclinic are operated by Long Beach Osteopathic Hospital, Inc., a non-profit organization sponsored by the Osteopathic Society and whose board include 14 members of the profession and two laymen. Russell Husted, D.O., is president of the corporation. The osteopathic organization planned several years ago to build a large hospital, but an oil company made such an attractive offer to purchase the block which had been acquired for that purpose that the hospital project was deferred. Reports indicate that it may be revived in the not-distant future.

The Los Cerritos 21-bed maternity hospital, purchased during World War II, would be sold by the osteopaths, it is said, upon completion of a general-purpose hospital.

The Long Beach Polyclinic located at 353 East Broadway is a philanthropic agency for the care of the indigent and semi-indigent. Staffed by registered nurses, interns, and doctors of osteopathy, working without remuneration, it offers medical, surgical, obstetrical, osteopathic and psychiatric care for individuals whose need has been determined by social service investigation. Polyclinic co-operates with several city departments in the care of juvenile health

and mental problems. John C. Littlefield, D.O., is its medical director and psychiatrist.

The Magnolia Hospital, founded in 1934, has been owned and operated since that time by Charles R. Poitevin, D.O., now a member of the Municipal Board of Health. The hospital, with a bed capacity of more than 50, is staffed by osteopathic physicians and surgeons. Dr. Poitevin has stated he would join in the talked-of hospital project of the osteopathic organization, and would make the Magnolia a convalescent hospital thereafter.

#### COUNTY GENERAL HOSPITAL BRANCH

A Long Beach Branch of the Los Angeles County General Hospital was dedicated April 11, 1948, on Newport Avenue, south of Willow Street, where a 12-acre tract and the twenty barracks-type buildings of the Army Air Field hospital built thereon by the Federal Government at a cost of \$371,370, during World War II, were leased from the War Assets Administration at a token payment of \$1 a year.

Since the Branch hospital was opened, ten acres on the other side of Newport Avenue have been acquired by lease and purchase, and former WAC buildings in that land also will be utilized for hospital purposes. The original twelve-acre site is just within the limits of the city of Signal Hill, which is surrounded entirely by Long Beach, but the additional ten acres are in Long Beach.

By September 1, four 25-bed wards were in use, and a bed-capacity of 250 or more will have been provided by the end of the fiscal year, it was said. Eight wards will be located in the former WAC buildings. A total bed-capacity of 450 was anticipated. Moreland W. Schuman is director of the Long Beach branch hospital, and Dr. Francis T. Johnson is medical director, with Dr. Clement Jason roentgenologist. An ambulance for the hospital was to arrive in October.

Facilities of this County Hospital branch are available to Long Beach, Signal Hill and neighboring communities.

#### TICHENOR ORTHOPEDIC CLINIC

The Adelaide Tichenor Orthopedic Hospital and School, made possible by a \$350,000 bequest by Mrs. Adelaide Tichenor, was established in the Community Hospital in 1926. By January, 1928, when the institution, now known as the Adelaide Tichenor Orthopedic Clinic, celebrated the completion of its own new home, it had aided 1,650 crippled children, chiefly sufferers from infantile paralysis, and at that time was administering to 210, ranging in age from infancy to 18 years. On the 20th anniversary of the Orthopedic



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Clinic, March 27, 1946, Mrs. Gladdes Neff Borton, superintendent, said 2,800 children had been treated there. B. F. Tucker has been president of the board of trustees of the institution since its inception. The original board members were designated in the bequest. Mrs. Tichenor resided in Long Beach from 1892 until her death in 1926.

The Clinic's School curriculum includes academic activity and manual arts classes. The school work is under the Long Beach School District's supervision, as is the Lee Orthopedic School.

## IX

### PUBLIC SCHOOLS

Residents of the Long Beach School District have demonstrated their loyalty to the cause of education, and also their confidence in their Boards of Education and administrators of the school system, by voting approximately \$24,377,000 in bond issues for grounds, buildings and equipment.

During the 60 years from 1885 to 1945, successive bond issues were approved, almost without exception. Two early-day ones had no opposition whatever, and others had majorities of 20, 35 and even 55 to 1.

Less than six months after the March, 1933, earthquake, which necessitated the virtual reconstruction of the entire school system, bonds in the amount of \$4,900,000 were given decisive majorities.

On April 6, 1945, separate City College, High School and elementary school issues, aggregating \$8,500,000 were approved, respectively, by 77, 78 and 79 per cent of the votes cast.

That amount was the greatest ever submitted at a school bonds election in the history of the District, up to that time, but a still larger bond issue was deemed urgent in 1948. A bond election was set for November 2, by unanimous vote of Board of Education members, the amount of the issue submitted to be \$14,900,000 for all school segments.

It had become evident, not long after the 1945 bond election, that increased building costs would make impossible the completion of all the construction contemplated under the \$8,500,000 issue. Moreover the continuing heavy influx of new residents and a high and increasing birth-rate were other factors necessitating the making of provision for still more buildings and school facilities. School Superintendent Douglas A. Newcomb told the Board of Education in June, 1948, that one of every seven elementary school children would be limited to half-day sessions before the end of the next school term, and that, unless additional funds were provided, every elementary school pupil would be on a half-day schedule within five years.

From its inception, the Long Beach School District has been challenged by the problem of assuring ample facilities for its swiftly increasing school population.

The District's bonds have been retired consistently and its bonded indebtedness on July 1, 1948, was only \$11,638,250. That amount was but 24.7 per cent of the District's bonding limit, fixed by law at 15 per cent of a

School District's assessed valuation. In 1948, the Long Beach District's assessed valuation was \$314,572,655.

#### FIRST SCHOOLS

The first public school anywhere in the area of 34 square miles over which the present-day city of Long Beach extends was in a one-room, frame school house built in 1881 by old Los Cerritos School District at what now is 1415 West Willow Street. That area was annexed by Long Beach School District in 1924. The first public school in the original townsite of Long Beach opened in the Spring of 1885 in a small frame building at the southwest corner of Pine Avenue and Second Street (now Broadway). Mrs. W. W. Lowe, wife of a pioneer merchant and property-owner of the village, had obtained a promise from County officials that a Long Beach School District would be created and that the salary of an accredited teacher would be provided during the 1885-86 school year. Preferring immediate action, Mrs. Lowe raised a fund of \$75 and 16-year-old Grace Bush, daughter of Mr. and Mrs. Stephen Bush, was employed to teach during the last three months of 1884-85, for \$25 a month. The school opened with 11 pupils. Two weeks later the building was sold. Colonel Lowe then provided a tent, which was set up at First and Pine and housed the "new school."

In September, the new school district having been established, Miss Carrie S. Melvin opened its first school at the southeast corner of First and Locust, in what later was known as Pickle's Hall. Miss Melvin was employed as teacher by John W. Bixby, A. M. Hough and Frank G. Butler, members of the first school board. They had been chosen at an election in which the total number of votes cast was 35.

In May, 1886, Miss Melvin and her pupils moved into the first building erected in Long Beach for school purposes, at the southwest corner of Sixth and Pine. A \$6,000 bond issue had been voted, and construction of a two-story, frame building was begun. The bond issue was inadequate, and only the first floor was ready for use in 1886. Two years later, a \$3,500 tax levy was approved by a vote of 20 to 2, for the building's completion and to provide another school. In the Fall of 1888, 120 pupils were enrolled in the Sixth and Pine building.

The second school, described as "small and artistic" was built for \$900 at Hill and Atlantic. That was the beginning of Burnett School, which until 1897 bore the name of Signal Hill.

#### FIRST HIGH SCHOOL

H. L. Lunt became supervising principal when the first High School building in Long Beach, and the first in the County outside the city of Los Angeles,



was completed in 1898, on the block bounded by Eighth and Ninth Streets and American and Locust Avenues, which had been bought for \$1,520. High school classes had been taught under direction of Walter Bailey, first in the chapel attached to the Tabernacle and later in the "Chautauqua Building" at Fourth and Pine, before the High School was built. Ernest Shaul, the "class of '87," received the first Long Beach High school diploma at the Tabernacle.

Only four voters opposed a \$10,000 bond issue in June, 1897, for buying "school sites" and building "one or more schools," including the High School. The bonds were inadequate, and the County Supervisors ordered a \$10,000 special tax levy.

Long Beach increased 690 per cent in population from 1900 to 1910, and five bond issues, totaling \$213,000, were voted from 1902 to 1908. J. J. Morgan was Supervising Principal of Long Beach schools during those years. He was succeeded by James D. Graham, first here to have the title of Superintendent. He held that position until 1912. During his incumbency, the first \$240,000 bond issue for Polytechnic High School was voted. The original 15-acre site was bought for \$55,000 and the cornerstone of the central building in the original group of three was laid December 16, 1910.

#### NEW DECADES OF PROGRESS

The School District voted \$7,500,000 in bonds during the 20-year incumbency of William Logan Stephens as Superintendent, from 1912 to 1932. He brought about the establishment of Junior High Schools in the Long Beach system. He saw many such schools built here. One of them replaced the original High School Building at Eighth and American, which had been destroyed by fire in 1918. A more recently constructed Junior High School was named in his honor.

Three bond issues, aggregating \$685,000 financed the purchase of additional land and construction of more buildings at Polytechnic High during Mr. Stephens' regime. Woodrow Wilson High School was built at a cost of \$646,000 on an 18-acre site acquired for \$455,554, and was occupied at the opening of the 1926-27 year. The site later was increased to 23.26 acres. Junior College, authorized by a District vote in 1927, occupied a building on the Wilson High Campus until 1935, when it was moved to Lakewood Village, where a site had been donated by the Montana Land Company. Numerous elementary schools also were built during Mr. Stephens' years as Superintendent, and a \$61,000 High School on Catalina Island, the site being donated.

H. S. Upjohn was elected Superintendent after Mr. Stephens' resignation. The 1932-33 school year opened with approximately 35 school plants,

high, junior high and elementary, in operation. Enrollment, not including the Adult Education Department, totaled 27,393.

Then, on March 10, and, most fortunately, after school hours, came the earthquake.

#### DISASTER AND REBUILDING

Every building in the school system was damaged heavily. Some were virtually destroyed outright; others were wrecked extensively, and still others, not so badly damaged, were torn down, totally or in part, to be replaced by construction designed as earthquake-resistive.

School authorities had the extraordinary task of rebuilding, under conditions which made rapid progress impossible, a school system which had developed over a period of many years.

Former school buildings here, as in many other cities, had been "constructed satisfactorily for vertical loads but lacked the necessary elements to resist the lateral force set up by the quake," stated Arthur A. Knoll, business manager for the Board of Education. "New State regulations requiring resistance to lateral force in all school construction exceeding \$1,000 in cost, and recommendations, by the Millikan committee of seismology experts, of provisions in excess of those by the State, made it appear advisable to abandon all the Long Beach school buildings."

California's sunshine made "outdoor" classrooms possible. Radio Stations KFOX and KGER broadcast lessons daily, supplementing instruction by teachers in the open-air sessions.

Temporary structures erected soon after the earthquake cost approximately \$200,000. Contracts were let for 111 one-story frame bungalows and 103 tent houses. Students in all segments attended school half time. A bond issue voted August 29, less than six months after the quake, provided \$2,000,000 for elementary schools, \$1,830,000 for high schools and \$100,000 for a Junior College building, by majorities of two and three to one. Soon afterward, applications for Federal aid for about 35 schools were filed with the PWA, each application requiring 37 pages besides specifications and supervised estimates of cost.

Being assured that grants equal to 30 per cent of labor and material costs would be given by the Government if funds were provided from that source, the Board of Education sold to the RFC, through the URC, \$1,100,000 of High School bonds and \$240,000 of Elementary School bonds.

On May, 1935, Business Manager Knoll reported that about half the contemplated building program was completed or under contract, and that PWA loans and grants, proceeds from sales of salvage, school district tax and oil funds increased the total available for reconstruction and rehabilitation to \$8,883,000.

David Starr Jordan High School, opened in September, 1933, in the North Long Beach branch of the Y.M.C.A., moved into its own building at Sixty-Fifth and Atlantic in 1935. The 18-acre site, costing \$92,286, had been acquired in 1929. During 1935, Dr. Upjohn resigned, on the advice of his physician. The earthquake had imposed responsibilities which undermined his health.

#### MORE LEADERSHIP CHANGES

Dr. Will French succeeded Dr. Upjohn as Superintendent but resigned in 1937 to become professor of Education in Teachers College, Columbia University. Dr. Kenneth E. Oberholtzer, chosen his successor here, was called into Army service in the Department of Education during World War II, and arrangements were made for French's return on leave of absence. When it became necessary for French to resume his duties at Columbia, Douglas A. Newcomb, who had been successively junior high teacher and principal, elementary principal, director of elementary schools, and assistant superintendent, was made deputy superintendent. He served as administrative head of the schools from July, 1944, until Dr. Oberholtzer's return to the Superintendency in January, 1946. The latter resigned in August, 1947, to become superintendent of the Denver, Colorado, schools, and Newcomb was elected to succeed him. Under a previous Board of Education policy, Superintendents were brought here from other cities. Mr. Newcomb has the distinction of being the first Long Beach Superintendent who "came up from the ranks" of the local school staff.

The Long Beach school system was one of the first to co-operate in the Federally-financed defense training program launched July 1, 1940. By December 31, 1941, 8,979 persons had been trained in classes. On the average, about 1,000 persons a month so trained were given employment in defense industries. The 1941-42 budget for such training here, underwritten by the Government, was \$1,136,220. In January 1942, 2,873 were enrolled in training classes in Polytechnic High School, John Dewey School, the Third and Olive Vocational Center and on the ship Martha Buehner, at Long Beach Harbor.

#### CITY COLLEGE ORGANIZED

Long Beach City College was established by the Board of Education in August, 1944. Its origin was in the Junior College and the Adult Education Department, the latter an outgrowth of the Evening High School of 1913. The City College reorganization was designed to promote unification of all education in Long Beach beyond the high school level and to deal with education problems which arose during the war and post-war years. Many thousands



have enrolled as full or part-time students during each of the last three school years.

The Lakewood Campus of City College, where Liberal Arts courses are given, comprises 29.8 acres. Permanent buildings have been constructed there at a cost of \$569,000. In various sections of Long Beach other City College courses are given. The Liberal Arts Division provides typical freshman and sophomore courses for students who wish to complete four years of college work, as well as offering courses appropriate for those wishing to terminate their college training in two years. Courses offered by the Business and Technology Division at Eighth and American relate directly to the attainment of vocational proficiency.

In 1947-48, the Long Beach Unified School District included the following: City College, four high schools, nine junior high and 28 elementary schools. The school system also provides home instruction for the blind, the hard of hearing and those desiring speech-correction; and academic and manual arts classes in the Adelaide Tichenor Clinic School for crippled children, and in the Orthopedic division of the Lee School. Agricultural centers are maintained, as well as numerous Adult Centers.

Schools most recently completed are: Clara Barton, in 1943, John Muir, 1944; William Logan Stephens Junior High, 1946; Eugene Field, 1947. Three Lakewood schools were brought into the district by annexation in 1945.

In the summer of 1948, the first, 11-room unit of Bret Harte School was under construction, as were additions as follows: three rooms at Lafayette School; 10 at John Muir, four at Starr King; 10 at Clara Barton; six at Grant and eight at Garfield.

Plans and specifications also had been completed or were under way for alterations of the present building and construction of a new building on the site selected for the Technical Institute; for a new Junior High, to be named Charles Evans Hughes; for two gymnasiums and the rehabilitation of a third, and two swimming pools. The Board of Education voted in 1948 to pay the Municipal Water Department \$128,859 for 39 acres south of Carson Street, between Lakewood Boulevard and Clark Avenue, for use as an athletic field for the City College.

#### HIGH SCHOOL PRINCIPAL 34 YEARS

David Burcham became principal of Long Beach High School in 1907 and continued as principal of Polytechnic High School until he resigned in 1941. Howard Hicks, formerly Long Beach director of elementary education, was Mr. Burcham's successor. Harry J. Moore, who had been principal of Woodrow Wilson High since 1932, was appointed in 1947 to the new office of director of senior and junior high schools. John W. Wilson has been principal of David Starr Jordan since its beginning in 1933. Dr. George E.

Dotson, formerly director of Junior College, has been director of City College since its establishment by the reorganization effected in 1944.

#### CONTRASTS IN SCHOOL DATA

In 1907, the total valuation of Long Beach School District property was reported by Clerk Albert Johnson to be \$381,800. In 1917, it was reported as \$11,283,123, and 20 years later, as of June 30, 1947, \$19,614,686, of which \$10,794,335 was for buildings erected in or since 1933.

At the end of the sixth month of the 1947-48 school year, enrollment in Long Beach schools, from kindergarten through the Liberal Arts Division of City College, was computed at 37,581, in addition to which there was reported an average daily attendance of 8,000 in the Business and Technology and General Adult Divisions of the two-year College.

Long Beach elementary school enrollment in 1940 totaled 11,990. In 1948 it had increased to 20,767 and predictions were made that grade school enrollment would exceed 37,000 by 1953.

In June, 1898, five school diplomas were presented in the Long Beach District. In June, 1948, diplomas were given by Long Beach City College to 360 June graduates and to 114 February graduates; Polytechnic High School presented 813 diplomas; Wilson High, 510; Jordan High, 313; Avalon High, 20, and Long Beach Evening High, 470.

In June, 1898, two principals and 14 teachers were employed; in 1948, certificated personnel totaled 1,468, of whom 1,350 were teachers, and the business department had an aggregate personnel of 834. A total appropriated budget of \$13,467,395 for 1948-49 was reported, an increase of \$2,346,622 over the budget of 1947-48. A monthly salary increase of \$20 for every full-time teacher was voted.

#### SCHOOL DISTRICT OFFICIALS

The Board of Education comprises five members. They are elected—two one year and three the next—for five year terms. President of the Board for 1948-49 is Mrs. Elizabeth Hudson, the second woman to hold that office. Mrs. Hudson succeeded Eugene Tincher as president. He has been a member of the board since 1933. Other members are George Vermillion, Walter H. Boyd, M.D., and Dwight C. Sigworth, M.D., Dr. Walter B. Hill and Franklin W. Robinson retired after serving 17 and 13 years, respectively, on the board and were succeeded by Dr. Boyd and Dr. Sigworth at the last election.

Arthur H. Knoll, for 20 years business manager of the School District, was elected in 1948 vice-president of the National Association of Public School Business Officials, whose membership numbers about 900. He already was a director of the national association and also of a similar State organization in California and was chairman of legislative committees of both groups.

## X

### BENCH AND BAR; COUNTY OFFICES

The Long Beach Bar Association has been so vigilant at all times to the end that court facilities here should keep pace with the city's growth and provide ample and convenient service to residents of this locality, that it seems proper to combine the history of Long Beach courts and that of the Bar Association in a single narrative.

E. C. Denio, who came to Long Beach in 1885 at the age of 17, was elected first president of the Long Beach Bar Association when that organization was formed in 1917. Its subsequent presidents have been, in the order named: John E. Daly, George M. Spicer, Ralph H. Clock, George Hoodenpyl, Roland G. Swaffield, C. C. McWhinney, P. E. Keeler, Walter Desmond, George E. McCaughan, Phil M. Swaffield, Oscar J. Seiler, Stephen H. Underwood, Leslie E. Still, Ray Meachem, Roscoe S. Wilkey, Newton M. Todd, James E. Pawson, Clyde Doyle, Nowland M. Reid, Lewis P. Lane, Kenneth A. Davis, Henry D. Lawrence, Philip N. McCaughan, Donald P. Lane, John G. Clock, Wahlfred Jacobson, Joseph M. Maltby, R. A. Waestman, F. A. Knight, and the incumbent, Joseph E. Madden. George E. McCaughan was the father of Philip N. McCaughan.

The Bar Association, organized with 19 members, first was incorporated in November, 1939. Many of its members have served or are serving as Judges of the Municipal, Superior or Appellate Courts.

#### BRANCH COURT LEGISLATION

The Long Beach Bar Association sponsored the legislation which first permitted Superior Court branches in California and also the legislation which created the Municipal Courts.

The legislature authorized Superior Court branches in 1923, and the first one in Los Angeles County was opened in the Long Beach City Hall in September, 1923. Judge Ralph H. Clock and Judge P. E. Keeler were the first and second, respectively, to preside in the local Court. Both were Long Beach attorneys appointed to the County Superior Court bench.

Because its provisions were limited to "counties of the first class," the branch court act was held unconstitutional in 1924. The Long Beach Bar Association drafted a suitably revised measure, which was enacted into law



in 1925, and a Court was established here in August of that year. Judge J. Walter Hamby of Los Angeles was the first to preside over the new Long Beach department.

A branch of the County Clerk's office was opened here the following January. In July, 1926, a second Superior Court branch was established here, the business of the first having increased beyond its capacity. The original department was still housed in the City Hall. The second was opened in a Municipal Court room in what is now known as the Insurance Exchange Building. Both those branches were moved to the Jergins Trust Building when County offices were established there in 1929, and a third Superior Court department was opened at the same time.

Judge Walter J. Desmond, long a prominent Long Beach resident, was appointed a Superior Court judge in 1927 and served as presiding judge in Los Angeles until 1934, when he was appointed to the Appellate Court bench by Governor James Rolph. Defeated for election to the same office in November of that year, he was reappointed to the Superior Court by Governor Frank Merriam, and in 1942, to the Appellate Court by Governor Culbert Olson. In 1948, he requested retirement, which was granted as of June 30.

The so-called "branch Court House" in the Jergins Trust Building was turned over to the County formally on January 2, 1939. At a cost of \$400,000, four floors had been added to the building, and three full floors were utilized for Courts and County offices.

#### MUNICIPAL COURT BILL

A Municipal Court bill also was adopted in 1925, when the revised Superior Court measure was approved, and such a court, with five departments, was established in the Insurance Exchange (then Middough) Building, July 25 of that year. Governor Richardson appointed as Municipal Court judges Charles D. Wallace, Stephen G. Long, Charles F. Cook, Fred E. Helwig and W. S. Brayton. A "five-year practice" provision caused a ruling that the two last named were ineligible. Percy Hight and Dougherty were named in their stead. In 1927, Wilber F. Downs was elected to succeed Judge Dougherty. Since that year, Municipal Judges Hight and Downs have been designated by the State Judicial Council to sit on the Superior Court bench. In 1929, the Municipal Courts also were moved to the Jergins Trust Building.

The third Superior Court measure signed by California Governors after the Long Beach Bar Association initiated its first effort in the early '20's was a bill introduced by the late Harry B. Biley, when he was a member of the State Assembly. It provided that at least three Superior Court Departments must be maintained in Long Beach. The reported disinclination of the State Judicial Council to designate Municipal judges for Superior Court service

after July, 1933, spurred Bar Association efforts early that year to procure enactment of the new bill. The president of the State Bar Association and A. E. Fickling, then Mayor of Long Beach, joined the Bar Association in successfully urging Governor Rolph to sign the measure on May 16.

#### FIVE SUPERIOR COURTS HERE

Four Departments were provided, at times thereafter, and in 1948 five full-time Superior Court Departments were in operation, and a full-time commissioner's court, as well. Increased facilities and certain re-arrangements had made possible the addition of another courtroom and also a room for a court commissioner's hearings.

Leslie E. Still, a resident of Long Beach since childhood, was appointed to a Superior Court judgeship by Governor Frank F. Merriam in 1936. He served in that capacity in Los Angeles, Pomona and Long Beach. He was presiding judge of the court in Long Beach at the time of his death May 6, 1948. Judge Fred Miller of Long Beach, formerly on the Municipal Bench here and appointed a Superior Court judge in 1946, was designated presiding judge when Judge Still died. Joseph M. Maltby, also of Long Beach, who had been appointed to the Municipal bench in 1947 and was re-elected to a six-year term, was appointed a Superior Court jurist on May 25, 1948, to fill the vacancy caused by Judge Still's passing.

Harry F. Keeler, Superior Court Commissioner here and formerly a deputy district attorney, was appointed by Governor Earl Warren to succeed Judge Maltby on the Municipal Court bench. Other Long Beach Municipal Court judges at that time were:

Charles D. Wallace, who has served longer in such a capacity than anyone else in California, having been one of the original appointees to the Municipal Court bench here; Percy Hight, a close second as to tenure, having been appointed to one of the vacancies due to ineligibility rulings against other original appointees, and who for 17 years has been assigned to Superior Court duty; Wilber F. Downs, a Municipal judge since 1927, and for 13 years assigned to Superior Court duty; and Martin De Vries, on the Municipal bench since 1933.

Among County offices with branches here in 1948 are those of Assessor, Coroner, Clerk, District Attorney, Sheriff and Probation Department. Also in the "Branch Court House" in Long Beach are the Law Library and the Marshal's office.

Some 250 attorneys and other citizens assembled in a Superior Court room on February 10, 1948, to commemorate the twenty-fifth anniversary of the establishment of the first Superior Court in Long Beach. John G. Clock of Long Beach, vice-president of the State Bar Association, presided. Former

Governor Frank F. Merriam, who was a member of the State Legislature in 1923, recounted difficulties encountered in enactment of the law authorizing Superior Court branches in California, and emphasized the benefits resulting under the branch court system.

"By bringing the courts to the people," he said, "hundred of thousands of dollars have been saved to litigants in this area."

#### EARLY JUSTICES OF PEACE

An entry dated December 6, 1885, was marked as "No. 1" in the records of C. S. Hussey, whom Attorney E. C. Denio, dean of the Long Beach bar, remembers as "first Justice of the Peace in Long Beach." C. E. Pittman, Ephraim S. Rosecrans, W. True Moulton and R. A. Hall were among other early-day Justices of the Peace, he stated. Hall was succeeded by Judge William Seward Brayton, who held the office from 1902 until the Municipal Courts supplanted the Justice Courts. Stephen H. Underwood was Justice of the Peace from 1910 to 1924. Charles F. Cook succeeded him.

Cook, like Brayton, served in that capacity until the offices were abolished by the creation of Municipal Courts. Both Cook and Brayton were appointed to Municipal Court judgeships, but the latter was ruled ineligible.

T. C. Chapman was the first city recorder of Long Beach. Others holding that office, which later bore the title of Police Judge, were William Sovereign, E. S. Rosecrans, A. C. Lawson, J. J. Hart, who was Police Judge 15 years, Carl Hawkins and F. E. Helwig.



## **XI**

### **EPOCHAL OIL DISCOVERIES**

#### **Signal Hill Field**

"Long Beach, California, virgin oil territory less than two years ago, now claims distinction as the greatest petroleum producing center in the entire United States." So stated the opening sentence of an article entitled, "A Brief History of Signal Hill Oil," in Vol. 1, Nov. 1, of a Long Beach magazine, "The Oil Gusher," published in April, 1923.

During June, 1921, the first producing oil well anywhere in the Long Beach area had been completed and put on production at Hill Street and Temple Avenue, on Signal Hill. It marked the inception of a field destined to become a national sensation and also to be long-lived. During June, 1948, its wells produced 363,660 barrels of oil.

On July 25, 1948, when Mayor William J. Hobbs of Signal Hill unveiled a monument commemorating 27 years of oil production in the field he stated that, "a total of 729,239,000 barrels of oil, worth \$1,458,478,000" had been taken from the Signal Hill wells. "Our wells are still among the best," he added.

Slightly more than \$13,694,000 poured into the city treasury of Long Beach in royalties from oil produced in the Signal Hill field, to the end of the 1947-48 fiscal year, the City Auditor's office reported. During that last year the city's revenue from the 27-year-old field was \$369,325. Long Beach has received more than \$400,000 worth of dry gas from Signal Hill wells, also.

Annual totals of the oil yield of the Signal Hill field from the time of the "Discovery well" was put on production, June 25, 1921, until the end of 1947, were:

1921, 75,888 barrels; 1922, 18,560,595; 1923, 68,810; 1924, 60,122,002; 1925, 40,173,375; 1926, 37,931,964; 1927, 34,541,667; 1928, 62,467,103; 1929, 60,495,555; 1930, 36,599,688; 1931, 30,166,409; 1932, 27,435,555; 1933, 24,789,242; 1934, 23,067,205; 1935, 25,522,035; 1936, 24,259,525; 1937, 21,319,606; 1938, 20,306,107; 1939, 16,682,325; 1940, 15,792,533; 1941, 14,516,500; 1942, 13,130,954; 1943, 11,640,878; 1944, 10,862,035; 1945, 9,850,776; 1946, 9,104,299; 1947, 8,567,299.

Alamitos No. 1 shot crude oil 80 feet into the air, the night of June 23, 1921, and over the top of the 114 foot derrick the following day.

The transformation wrought by discovery of oil at Signal Hill baffles description. Long Beach literally went wild. The historic hill area was winning recognition as a residential district of charm and exceptional promise when the oil "boom" took possession. Signal Hill underwent a swift and remarkable change. Before the statement quoted in the opening paragraph of this article was published, there was under way in downtown Long Beach an era of construction activity far greater than had been witnessed here before and which gave the city a conspicuous new skyline.

There was a great rush for leases and purchases of land immediately upon completion of the first well. It was brought in by the Shell Company, which began building more derricks. Standard, Union, General Petroleum, Petroleum Midway Syndicate entered the field, and other corporations, community combinations and individuals joined in undertaking oil development. The second well was a success, and the next, and the next.

The field became a foremost example of townlot drilling. In April, 1922, twenty wells were producing 11,140 barrels daily. Total 1922 production was 18,560,595 barrels, and the city of Long Beach received \$19,746.74 in royalties. This first city oil income came from leases to Shell and A. T. Jergins.

Marine Corporation's No. 7 well, put on production December 2, 1922, was said at the end of 1924 to have yielded almost 2,000,000 barrels.

Completion of Marland Oil Company's Bixby No. 1, in the Seal Beach field, May 11, 1926, caused a rush of development in that area, and the total production in the Seal Beach field increased from 587,107 barrels in 1926 to 16,424,929 barrels in 1927. Another swift town-lot development was brought on in 1927, when the Pan-American Company discovered oil sand in Naples No. 1 well, a northern outpost of the Seal Beach field and at the southern end of the Alamitos Heights area. Four months later there were 208 wells in the Alamitos Heights district, ranging in depth from 4,600 to 4,900 feet.

The total number of producing wells in the Signal Hill Long Beach field in June, 1927, was 693. Deep-drilling reached a new point in 1928, production being obtained from an 8000-foot hole in re-drilling for deeper "pay" sands.

Long Beach citizens made an important decision at a special election on March 9, 1927, when an ordinance to check the "onward march of the derricks" through the city was adopted. The ordinance, approved by 13,949 of the 24,105 votes cast, made it unlawful to drill oil wells south of Willow Street, on the west side of American Avenue, or south of the Pacific Electric's Newport Beach line, east of American. Amendment of this ordinance was required, some years later, to legalize drilling for oil in the Long Beach Harbor District.

In 1929, Signal Hill continued to exceed all other known fields of the world, in volume production per acre. New sands and field extensions were explored with success. Producing wells reached the 1,000 mark that year. Production totaled 60,495,555 barrels and Long Beach city royalties from the fields were the highest ever, \$1,531,092.

In its earlier years, the Signal Hill field was the scene of spectacular gassers and gushers. Three gassers broke out during the last four months of 1921. These were in the Shell Company's Mesa No. 1, on the hilltop, a midnight outbreak causing a tremendous sensation; in the Shell Martin No. 1, and the Wilbur No. 1, also a Shell well. On January 21, 1922, a gasser at the Black & Drake No. 1 well of the General Petroleum Oil Company turned into a gusher, but did not catch fire. Some 9,000 barrels of oil gushed from the well, drenching fields, streets and many homes, numerous families being compelled to vacate their petroleum-soaked properties. This was the most disastrous incident of its kind in the field.

In 1935, when 1,138 wells were on production, Signal Hill showed the greatest activity in five years, and still held the lead among all California fields. Nine refineries and cracking plants and 24 natural gasoline plants were operating in the Long Beach area. In June 30, 1934, the city of Long Beach had received \$10,654,752 in Signal Hill oil royalties. The City Auditor's report gave a full and interesting report of the uses made of this "black gold."

## **Long Beach Harbor District Oil**

Fifteen and one-half years after the discovery of oil at Signal Hill, Long Beach hailed definite indications of rich petroleum deposits beneath its Harbor District. General Petroleum Company brought in its Terminal No. 1 well, just beyond the west boundary of Long Beach and north of Cerritos Channel, December 6, 1936. The well's depth was 3,625 feet and its initial daily production 1,630 barrels of 19.6 gravity oil.

Owners of property in the Long Beach Harbor District became eager to drill, various oil companies sought leases there, and an initiative petition asking the City Council to open the district to oil development was circulated. Drilling there was prohibited by a city ordinance adopted in 1927, fixing lines across which the expanding Signal Hill oil development could not proceed further into Long Beach.

The initiative petition asking that the 1927 ordinance be amended to permit Harbor District drilling with not more than one well to an acre, was signed by 11,979 citizens, and such an amendment was adopted at an election June 15. Surprisingly, only 7,343 voted for the measure, while 6,381 opposed it.



City and Harbor Department officials had given serious thought to the protection of municipal interests in case harbor drilling were permitted. George W. Trammell, Jr., then City Attorney, drafted a proposed charter amendment providing that the city's oil revenues should be utilized in conformity with the State's outright grant of Long Beach tidelands to the city.

The grant, a legislative act of 1911, amended in 1924 and 1925, authorized use of the tidelands "for the establishment, improvement and conduct of a harbor." The amendment prepared by City Attorney Trammell provided that not less than 50 per cent of all revenues derived by the city "from the development of oil, gas or other hydrocarbon substances" should be used to pay the principal and interest on Long Beach harbor bonds when such bonds were outstanding, and that the balance should be paid into the Harbor Revenue Fund, to be appropriated for construction, operation and maintenance of harbor facilities or improvements or for oil development.

Moreover, all use of the city's harbor oil revenue was to be under the supervision of the Harbor Commission.

The amendment was approved, by a vote of 9,787 to 8,174, on May 4, nearly six weeks before the drilling proposal itself was submitted.

Shortly after the June 15 election, the City Council surrendered to the Board of Harbor Commissioners all control over drilling in the Harbor District.

Following the discovery of oil in that area, the State contended that the grant of the tidelands was for harbor purposes only and did not convey the oil rights. Taking the initiative to expedite an adjudication of this claim, the city of Long Beach on February 1, 1938, filed a friendly suit against D. A. Marshall, Long Beach Port Manager, and sought a writ of mandate requiring him to advertise for bids on a derrick. Associated with the City Attorney's office in the litigation was the law firm of Swaffield and Swaffield.

#### CITY WINS IN HIGH COURT

The State Supreme Court's writ, issued July 29, 1938, held that the city, under its tideland grant, owned the tidelands and submerged lands within the city limits in fee title, and that the city's development of these lands for oil and gas was not in violation of the grant.

"If the State was inclined to commit itself to such an improvident transaction it is not the function of the courts to nullify it," read, in part, the Court's opinion, written by Associate Justice William H. Langdon.

On August 25, the State Supreme Court refused the State's request for a re-hearing of the case.

Trammell declared the defeat of the State's claim "the biggest thing in the city's history, because of the amount of money involved." He referred to "the estimated \$65,000,000 interest of the people of Long Beach in the Harbor Oil field." Other estimates then and later named higher figures.

The first oil produced in the Long Beach Harbor District came from General Petroleum's Channel Community No. 1, west of Pico Avenue and south of Sixth Street, January 13, 1938. The first city-owned well was brought in on March 8. This was the Westgate-Greenland No. A-3. Many of the Harbor District wells came in with an initial flow of more than 3,500 barrels a day, some ranging as high as 7,500 barrels. But voluntary curtailment throughout the Wilmington Field had become effective before the first well was drilled in Long Beach territory.

As early as 1939-40, a reduction of 24 cents in the city tax rate was made possible by the retirement of harbor bonds and the payment of bond interest out of Harbor Department oil revenues.

In June, 1941, there were 496 producing wells in the Long Beach Harbor area, and 109 in which the city owned interests had yielded 12,200,610 barrels of oil and had supplied the city with 7,108,711,000 cubic feet of royalty gas. The Wilmington Field total that year was 30,540,000 barrels, of which Long Beach wells produced about 18,976,000.

From 1938 to 1947, inclusive, tideland wells produced 54,672,745 barrels of oil and upland wells 23,448,837 barrels, making a total of 78,121,582.

Following are the production figures, by years:

YEAR	TIDELAND WELLS	UPLAND WELLS
1938.....	.....	2,406,068
1939.....	1,123,834	2,222,413
1940.....	2,527,098	2,163,482
1941.....	2,762,770	1,964,321
1942.....	3,567,818	1,957,198
1942.....	5,033,385	2,003,290
1944.....	7,104,657	2,192,805
1945.....	8,485,243	1,935,687
1946.....	9,328,335	3,063,995
1947.....	14,739,585	3,539,578

The city's oil royalties during 1937-38, when Harbor District production began, amounted to \$438,490. From that time until the end of 1946-47, the city's oil income was, by fiscal years, as follows: 1938-39, \$573,914; 1939-40, \$986,035; 1940-41, \$998,442; 1941-42, \$1,203,824; 1942-43, \$1,397,034; 1943-44, \$1,460,766; 1944-45, \$2,598,771; 1945-46, \$3,884,726, and 1946-47, \$7,283,188.

Of the \$50,845,071 in city oil revenues shown by Harbor Department records on April 30, 1948, \$23,961,643 had been spent on harbor development and retirement of \$8,559,944 of outstanding harbor bonds, the last of which had been issued ten years before Harbor District oil drilling began.

Tideland oil revenues earned since January 1, 1948, were being placed in a special reserve fund pending a definite determination of the tidelands-ownership dispute, which is the subject of a following article. That fund totaled \$12,000,000 by July 1 and, it was said, would grow to \$40,000,000 during the Spring of 1949 if the controversy remained unsettled.

On July 1, 1948, Long Beach Oil Development Company's daily production was about 41,000 barrels, Richfield Oil Corporation was producing about 7,000 barrels a day, and some 9,000 barrels were produced daily by the upland wells in which the city has interests.

The Harbor Department ranked as California's fourth largest oil producer, and its average daily production per well was reported higher than that of any of the three larger producers, Union, Shell and Standard of California.

A total of 88,627,501 barrels of oil, with a stated value of \$123,640,469, had been produced to July 20, 1948, by 433 wells owned by the city and 66 in which the city held leasehold interests ranging from 9.1 to 62.5 per cent. Of the tideland wells, 390 had been drilled by the Long Beach Oil Development Company, which, on the date mentioned, was completing another well within 100 feet of the first well spudded in by the company under its initial city contract for harbor drilling. Forty-three of the tideland producers had been completed by Richfield Oil Corporation, which launched its Parcel A drilling program less than a year before.

By April 30, 1948, slightly less than ten years after the Supreme Court's favorable rulings, the city's revenues alone, from tideland and upland wells, totaled \$50,845,071; and private owners, including major industrial concerns and others, also had profited greatly from wells on their properties in the Long Beach Harbor District. Wells in the District are producing from seven zones, ranging in depth from 2,200 to 5,700 feet.

#### CITY'S 10-YEAR OIL INCOME, \$57,717,916

The city's income from tideland and upland wells during the fiscal year 1947-48 totaled \$23,203,462, of which \$21,957,800 was from wells in the Harbor District and \$1,245,650 from the tideland wells bottomed in "Parcel A," outside the Harbor District but drilled by Richfield Oil Corporation under a contract awarded jointly by the city and the harbor board.

The total of the city's income from tideland and upland wells, from the completion of the first Harbor District well in 1938 to July 1, 1948, was \$57,717,976. B. W. Tarwater, chief accountant for the Board of Harbor Commissioners, announced shortly after the end of the 1947-48 fiscal year. The total oil income to July 1, 1947, had been \$33,814,514, only \$10,611,052 more than that of 1947-48 alone.



All the wells drilled by "L.B.O.D." and Richfield are tideland wells and are listed as "owned and operated by the Harbor Department, acting for and on behalf of the City of Long Beach."

The upland wells had been drilled by various operators, including Signal Oil and Gas, Superior Oil, D. D. Dunlap, Sound Petroleum, General Petroleum, Termo and Westgate-Greenland.

Under the exceptional contracts made with the Long Beach Oil Development Company and Richfield Corporation, all drilling facilities and the wells themselves immediately become the property of the city, and the city, through the harbor board, controls all operations, designating where the wells are to be drilled and the zone of production.

The L.B.O.D. contracts made in 1939 and 1942 provided that the city would receive a minimum of 30 per cent of each well's production until the company had been reimbursed for drilling, after which the city would receive 85.5 less actual production costs.

A still more advantageous contract was entered into with Richfield Oil Corporation in March, 1947, by the city and the Board of Harbor Commissioners for developing Parcel A, consisting of 245 acres of tidelands just east of the Harbor District and south of Seaside Boulevard. The contract, calling for directional drilling from Pier A East in the Harbor District, provided that the city would receive a minimum of 60.1 per cent from production until Richfield was reimbursed for the actual cost of the wells, after which the city would receive 94.1 per cent, less production costs.

In the L.B.O.D. and Richfield contracts, drilling and production costs were limited specifically. The contracts provide, also, that after extraction of the natural gasoline, the Municipal Gas Department is entitled to all the resulting dry gas.

Under a State Supreme Court ruling on December 30, 1947, and by reason of the terms imposed in the State's tideland grants, oil funds from the tideland wells can be used for no other purposes, the Harbor Commission announced, than the following: "Establishment, improvement and conduct of a harbor; construction, maintenance and operation thereon of wharves, docks, piers, utilities, structures and appliances necessary or convenient for the promotion and accommodation of commerce and navigation, or for public park, parkway, highway or playground purposes."

Revenue from the upland wells is not subject to those restrictions, but under a city charter amendment urged by Councilman E. Curtis Clark and approved by the electorate in 1942, must be used in retiring the city's general bonded debt. After April 1, 1949, if no new bonds have been issued, Long Beach will be entirely free of such indebtedness, officials forecast. Thereafter, the upland oil revenues would accrue to the city's General Purpose Fund.

## **Wells Under Downtown Area**

Among noteworthy achievements in oil production made possible by the opening of the Long Beach Harbor District to drilling, the Continental Companies' slant-drilling operations have been unique in their large-scale development of subsurface community lease areas of unusual proportions where surface drillsites are prohibited.

The June, 1937, election legalized drilling in the Harbor District west of the west line of the Flood Control Channel right of way. Acting as agent for the Los Angeles County Flood Control District, the Continental group obtained, through the courts, the right to utilize for drillsites a strip of land 27 feet wide and 6,200 feet in length along the channel's west bank from Anaheim Street to Seaside Boulevard. Also obtained was the right to drill directionally and bottom wells beneath County-owned property in the channel.

Under this arrangement Continental completed 27 producing wells which, to June 15, 1948, had returned to the Flood Control District royalties totalling \$365,000. It has been the practice of the County to set aside this revenue for building and maintaining the channel bridges in the Long Beach area. The drilling proved beyond reasonable doubt that the oil pool extended to the east beneath the city proper. Because of a State law requiring operators to have at least one acre surrounding each well, and because high surface values as well as the zoning ordinance prohibited the leasing and development of each property individually, Continental set about forming two large community leases in which all property owners pool their subsurface oil rights and share in the total royalties in proportion to the surface area of their lands. The lease which they signed gave Continental no rights above a depth of 200 feet.

Both the original lease areas extended easterly from the Flood Control Channel to Pine Avenue. The Southern lease includes the area from Fourth Street to Seaside Boulevard and the Northern lease extends north from Fourth to Tenth Street on the west and to Sixth Street at Pine. Embraced within these leases are more than 1,200 separate ownerships which required the signatures of more than 2,000 persons.

While these are not the largest areas ever brought under a single community lease, they are said to be the first of such proportions to be developed on a large scale by slant drilling methods and the first to pay substantial royalties to the landowners.

Many problems involved in the drilling of a large number of wells from the 27 foot strip on the west Flood Control Channel bank, had to be worked out by the personnel of Continental to achieve operating efficiency. The wells are spaced 18 feet apart, and upon completion of a well the entire drilling rig is skidded to the next location on steel rails set in concrete foundations.

The moving operation required but an hour or two. Between two and three weeks are required to drill each well, depending on the projected location of its bottom. Wells directed only 1,000 or 2,000 feet to the east require a minimum number of whipstocks, while those bottomed near the easterly lease lines must be drilled at angles as high as 67 degrees from vertical and present proportionately more difficulties. Although the oil sands lie only about 3,000 feet beneath the surface, bottoms of many wells are upwards of 4,000 feet east of the drill sites and have a measured "depth" of more than 5,000 feet.

In June, 1947, 27 months after completion of the first well in March, 1946, 48 wells had been slant drilled and completed beneath the original community leases. Two strings of tools were in continuous operation. During this time more than 2,680,000 barrels of oil were produced and more than \$550,000 was paid to landowners in royalties. In addition, Continental has paid the Flood Control District approximately \$200,000 in royalties for the use of the channel bank for drill sites.

While oil was being drawn from beneath the west half of the city's business district, which includes hotels, office buildings, stores, parks and the Amusement Zone, Continental was acquiring new leases north and east of that area.

From its inception until the Fall of 1947, Continental operated under the leadership of Robert V. New. On November 1 of that year, New sold his interests and Howard C. Pyle, prominent oil man and banker, became Continental's president.

### **Leases Enrich Virginia Club**

The Virginia Country Club of Long Beach is believed by its president in 1948, George L. Craig, 2nd., to be the only organization of its kind that has received more than \$400,000 from oil companies in payment of oil leases on its property before any of that "black gold" product has been discovered within its boundaries.

The club probably set a record 24 years ago when the Shell Oil Company gave it \$150,000 for rights to drill under the golf course with a restriction in the lease forbidding the company to interfere in any way with the golf-playing activities of the club's members, in its exploration for petroleum. The Shell Company drilled to a depth of 5,460, without encountering any evidence of oil, and abandoned the lease. Two years later, the Associated Oil Company gave the Virginia \$75,000 for a lease containing similar conditions, but the result also was similar.

Early in 1948, Hancock Oil Company of California paid the club approximately \$188,000 for rights to seek oil under the 180-acre property. Provisions



in this lease not only protected the golf course and its customary use by club members, but also withheld all surface rights except on a 23-acre area in the northwest corner of the grounds. Hancock Company's drillsites were limited to that section.

Planning to bottom a maximum of one hole in each 10-acre section, the company may drill two holes vertically, it was said, and 16 others may be slant-drilled, to be bottomed at an average horizontal distance of 1,500 feet from the drillsite. Wells might be drilled, it was understood, to about twice the depth of the Shell Company's 1924 exploration.

"The Virginia Country Club is a non-profit organization," said President Craig. "Therefore, the 'oil money' cannot be paid out in dividends to members, but must be used in improvements on the property."

### **In Near East Oil Project**

Hancock Oil of California and Signal Oil and Gas, the two leading producers of California tideland oil, are participants, with 13.3 per cent each, in the American Independent Oil Company, which was formed in 1946 and obtained from the sheik of Kuwait a Near East oil-drilling concession covering 2,500 square miles between Arabia and Kuwait. American Independent, organized under the leadership of Ralph Davies, formerly Deputy Petroleum Administrator for War, comprises comparatively young oil firms, only one of which has a larger interest in the Near East project than those of the Hancock and Signal companies.

## **XII**

### **PORT OF LONG BEACH**

The Port of Long Beach, a man-made harbor municipally owned and operated, is called "America's most modern port" by the Board of Harbor Commissioners having full jurisdiction over it. The port has grown swiftly in well-deserved fame, for it is extraordinary in various respects of major importance.

It is outstanding in its modern ship berthing and cargo handling facilities, with more under construction and many others projected in a continuing program estimated by the harbor board to "require the expenditure of more than \$80,000,000 in the next 20 to 25 years." Some \$25,000,000 have been invested in the harbor by the city to date, but the port's assets, exclusive of its oil holdings, are valued at far more than that amount.

Rapid and substantial increases in the domestic and foreign commerce going through the port attest its attractiveness to more and more shippers, as the facilities and conveniences of the harbor, due to most careful planning, become known more widely. During 1947, 652 American ships and 356 under foreign flags entered Long Beach Harbor, and their cargoes totaled 3,700,000 in tonnage and \$185,000,000 in value. In interesting contrast are the tonnage and valuation figures for 1925, namely 358,899 tons, valued at \$2,952,616 and those of 1935 when the tonnage totaled 2,886,830 and was valued at \$55,374,620.

The port is served by three transcontinental railroads, the Pacific Electric's 1100 miles of interurban lines, a harbor belt line and excellent highways.

Of prime importance to the port's expansion and development program has been, as shown in some detail in the preceding chapter, the income from oil, which has made this perhaps the only debt-free harbor in the world.

#### **\$64,323,346 OIL AND OPERATING INCOME**

As stated heretofore, the city's total income from tideland and upland wells, from the beginning of Harbor District oil production in 1938 to July 1, 1948, was \$57,717,976. To the same date, Chief Accountant B. W. Tarwater also reported, the aggregate operational income of Long Beach Harbor under Harbor Commission control, was \$6,605,370. Before the Harbor District oil era's inception, the Harbor Department had received a total of \$62,483 in city tax money.

Besides the city's \$23,203,462 oil income in 1947-48, which included \$1,245,560 from tideland wells bottomed in "Parcel A" but drilled from Pier A East, operating earnings of the city-owned Port of Long Beach amounted to \$747,438 during that year.

Among the larger items of 1947-48 operational income were: wharfage, \$310,669; property rentals, \$108,735; dockage, \$77,732, and ship pilotage, \$80,629.

During that year, \$4,465,917 was expended for construction of wharves and other facilities, equipment and insurance, \$474,729 for wages and salaries, and \$19,874 for operating the pontoon and Heim bridges, beginning in April. Harbor Department expense on the Long Beach Oil Development and Richfield Oil Corporation contracts and in operations with other producers totaled \$189,164 in 1947-48.

The Long Beach Harbor District now includes all the city area south of Anaheim Street and west of the Los Angeles River Flood Control Channel's eastern boundary and its southeasterly prolongation. Within that District, the Port of Long Beach comprises two sections, the Inner Harbor and the Outer Harbor. The former was the scene of the port's beginning. In October, 1905, a private corporation, the Dock and Terminal Company, paid \$500,000 for 802 acres of "mud flats," where within the next few years the Long Beach Inner Harbor was created.

The first president of the Dock and Terminal Company was Dana Burk, and other directors were Charles H. Windham, Henry P. Barbour, David Evans and three Redlands men, C. J. Curtis, C. C. Ames and Walter M. Campbell. The company's capital was \$1,500,000, \$525,00 of which was paid in at the directors' first meeting.

A. L. Sonderegger was engaged as chief engineer and plans were drawn for a harbor to consist of a 1,400-foot turning basin and three channels, designated as 1, 2 and 3, to be, respectively 3,400, 3,500 and 4,300 feet in length. The plans also provided that dredgings from the channels would be used in building up the land in the vicinity, and that streets, curbs and walks would be constructed over a large area. All these plans were carried out, and thus the development of an industrial area of major importance was made possible in the harbor district.

In November, 1906, a contract was awarded by the Dock and Terminal Company for dredging the old San Gabriel River to a depth of 21 feet and a width of 300 feet. The first dredger arrived at San Pedro, December 1, and was taken to Cerritos Slough (now Cerritos Channel), where it ran aground. One week later, it was towed toward Long Beach at high tide by the "Nellie," owned by A. C. Malone, but had to wait at the Salt Lake railroad bridge on the "Salt Works spur" until the span could be removed.



On December 12, the bath house siren burst forth with a blast hailing the safe passage of the dredger through the bridge area, and the Dock and Terminal told the townspeople, through the Long Beach Press, that on that day Long Beach was "launched on a great commercial career."

#### BASIC VICTORIES

Orders for the removal of railroad trestles which blocked two potential routes of entry into the proposed harbor, namely Cerritos Slough, and the old San Gabriel River, were basic victories of great importance to the harbor project. After the Salt Lake Railway Company had taken out enough of its trestle to permit the harbor dredger to pass through, H. S. Carver, a boat-works owner, obtained from Judge Wellborn of the United States District Court an order, that, since the Slough was a navigable channel, the trestle must be removed permanently. Meanwhile the Dock & Terminal Company had applied to the War Department for a direct outlet from the inner harbor to the ocean by the way of the San Gabriel River. The War Department granted permission for work in accordance with plans prepared by Engineer Sonderegger for straightening the river and opening the channel to the sea, and the Salt Lake Railroad was ordered to remove its trestle bridge from the river's mouth by August, 1907. A \$250,000 steel drawbridge, with a single, 180-foot span, was built in its place. The first train crossed the bridge February 26, 1909, and on June 30 dredging of the ocean entrance of the harbor was completed by John F. Craig, president of the Craig Shipbuilding Company. When that shipyard was established here in 1907, Cerritos Channel provided the only access to the sea.

C. J. Curtis, one of the men of vision and courage who organized the Dock & Terminal Company, was called from his home in Redlands to Long Beach at the time of a threatened crisis in the company's early operations, and he was so successful in handling the situation that other stockholders insisted that he remain here as its executive officer. He agreed to do so though he had not expected to have any active connection with the project beyond his original investment. He sold his fruit business at Redlands to an eastern friend who previously tried in vain to buy at least a half-interest in it.

In 1908, Mr. Curtis succeeded George H. Bixby as president of the harbor-building company. "I sweat blood in those days, trying to get in enough money to meet the bills," he stated, years later. His faithfulness in fulfilling every obligation which he assumed on the company's behalf was given much credit for its ability to carry forward its ambitious and costly enterprise, weathering storms both of financial stress and of the sea.

The first municipal investment in the harbor was approved at an election September 3, 1909, when a \$245,000 bond issue, authorized by a vote of

1,235 to 278, provided for the purchase of 2,200 feet of water frontage on Channel 3 for \$200,000 and construction of a Municipal Wharf, 500 feet long. Its dedication, June 24, 1911, was the occasion of a civic celebration.

The Dock & Terminal Company encountered serious difficulty in maintaining the harbor channels, due to silt carried by the river after heavy inland rains. In 1914, President Curtis announced that any future dredging operations would be "up to the municipality, the government or private parties, as the case might be." On October 2, 1914, a special tax to raise \$30,000 for further dredging was carried by a vote of 2,773 to 1,470. On October 11, 1916, a \$300,000 bond issue for dredging was approved by 6,133 to 1,679. Of the money thus provided, \$187,000 was used in dredging Cerritos Channel within the city limits.

In February, 1917, a few weeks after the United States Submarine L-7 became imbedded in silt when launched at Long Beach Harbor, the city gave John F. Craig a \$6,000 contract for emergency dredging.

#### SILT MENACE ENDED

Later that month, a \$4,450,000 bond issue proposed by the new Los Angeles County Flood Control District was approved, thanks to the overwhelming Long Beach vote for it; a diversion channel was built through Long Beach to the sea, the river was diverted to that new channel, and the harbor silt menace was ended. The channel right of way through Long Beach cost \$1,129,348. Construction of the channel was aided by appropriations of \$1,080,000 each by the Federal Government and the State of California. The bond issue carried by a county-wide majority of 51. Long Beach saved the project from defeat, the local vote being 7,402 to 517.

In 1923, the Dock & Terminal Company reported the sale of 200 acres of harbor land for \$2,000,000 to the Pacific Steel Company, which announced plans to construct a \$15,000,000 blast furnace steel plant here if certain harbor and railroad shipping rate conditions were met. The city agreed to fill Channel No. 1 and add it to the Steel Company's site, but the desired freight rate reduction could not be obtained and the steel company sold its harbor holdings to steamship, oil and lumber corporations.

"Up to the time of our sale to the steel company, Dock & Terminal had expended about \$2,000,000 in the harbor area, including \$800,000 for dredging and \$225,000 for building and maintaining rock jetties to protect the ocean entrance," said President Curtis. "But our company had never paid a dividend."

In 1924 and 1928, the largest harbor bond issues ever submitted to the citizens of Long Beach, up to that time, were authorized by the biggest majorities ever given to any proposal for the port's development. In May 8, 1924, a

\$5,000,000 bond issue for harbor improvements was approved by a vote of 23,726 to 1,288, and on May 1, 1928, a \$2,700,000 issue was authorized by a vote of 35,231 to 3,497.

#### FIRST OUTER HARBOR WORK

The first Outer Harbor developments undertaken by the city were among the improvements financed by the 1924 issue and completed by July, 1926. That issue also provided for deepening of the harbor entrance, turning basin and inner channels to 40 feet. The Outer Harbor work included a breakwater 7,140 feet long, extending from a point west of the Flood Control Channel south and then southwest; an "east" mole, extending southward from the foot of Santa Barbara Avenue, and a "west" mole, built out from a point west of the harbor entrance. This work required 1,733,238 tons of rock and cost \$3,179,565.

Improvements financed by the 1928 bond issue included continuation of the Outer Harbor construction and, in the Inner Harbor, the building of a new municipal wharf (Pier No. 1) and a transit shed.

Leigh Landing, built at the foot of Pico Avenue by the City of Long Beach for the Navy and named in honor of Admiral Richard H. Leigh, who became Commander in Chief of the United States Fleet in 1932, represented an original investment of \$80,000, which was increased to \$100,000 by subsequent enlargement and improvements.

Oil revenues enabled the Harbor Commission to embark on an extensive Outer Harbor development program in 1939. During that year the entire area between Santa Clara Avenue on the east and the Inner Harbor entrance channel on the west, and from Seaside Boulevard on the north to the ocean, was filled with hydraulic dredgings. Thus the groundwork was created for the equivalent of nine city blocks of open area south of Seaside Boulevard. The Port of Long Beach was taking on that "new look."

This area now is paved and provided with all utilities. In it are oil wells, tank farms, open storage, leased office spaces, warehousing, railroad yards, stevedoring companies, shipping offices, Long Beach Oil Development Company offices, warehouse and yards, and the Harbor Administration Building, constructed in 1940. Before those marginal fills were constructed, the port had no Outer Harbor land area. In 1948, the Outer Harbor land area comprised 740 acres, all of which had been constructed artificially by the city and in Naval Base development.

#### MAJOR PORT FEATURES

Major physical features of the port were listed as follows in 1948 by the harbor board:



Minimum depth of water at low tide, 40 feet; Municipal, Federal and private deep-water frontage totaling 85,280 linear feet; 12,000 linear feet of improved municipal frontage; 15,200 feet of improved private frontage; 25 municipally-owned deep-water berths; 11 privately-owned deep-water berths; 20 Federally-owned deep-water berths (Naval Base); six modern transit sheds, and foundations in place for three more, which will serve six berths; 34,000 linear feet of paved streets; 22 miles of municipal railroad trackage; classification yard, in rear of Pier A, with capacity of 200 railway cars; unusually large storage yards, open and paved; all permanent utility systems underground in the Outer Harbor area.

A Port of Long Beach booklet of 48 pages, published by the harbor board in July, 1948, contained the following facts about the Inner and Outer Harbors: Piers 1 and 2 are the only municipally-owned areas in the Inner Harbor, with the exception of two or three small parcels of land not waterfront property. Most of the other Inner Harbor frontage is owned by various companies and individuals. Among nationally known concerns with holdings there are Procter and Gamble, Ford Motor Company, Union Pacific and Southern Pacific railway companies, Richfield Oil Corporation and J. D. and A. B. Spreckels.

The Inner Harbor has quick access to the sea through a fairway leading from the publicly-owned channels and turning basin through the Outer Harbor. Piers 1 and 2 have eight municipal berths; two transit sheds, which are 82 x 450 and 82 x 150 feet in area, and two smaller sheds containing about 12,000 square feet of floor space. The \$800,000 reconstruction of Pier 2, following a disastrous fire in December, 1945, was nearing completion in the Summer of 1948, and plans were under way for a \$900,000 transit shed containing about 140,000 square feet of floor space to be built thereon.

"The Outer Harbor, with the exception of the Navy Base, which is in the West Basin area, is municipally owned in its entirety," the 1948 booklet stated. "There are now available 20 deep-water municipal berths in the East Basin portion of the harbor and ten berths will be added when Piers B and C are completed. Three transit sheds have been completed, the one at Berths 1 and 2 measuring 120 x 1,000 feet; the one at Berths 3 and 4, 120 x 832 feet, and the one at Berth 5 measuring 120 x 608. The world's largest clear-span transit shed, 200 x 1152 feet in area, is under construction at Berths 6 and 7.

"The entire Outer Harbor area is enclosed by solid fill mole construction which has eliminated rough water and resulting surge. In addition to the Pier A breakwater and the Navy mole, which enclose the Outer Harbor, the Federal breakwater, which lies approximately three miles off shore, furnishes added protection to the port and extensive safe anchorage areas."

## OUTER HARBOR PIERS

The following facts concerning Outer Harbor facilities are from data provided by Robert R. Shoemaker, Chief Harbor Engineer since January 1, 1940: Pier A, Berths 1 to 7, inclusive, and generally known as Pier A West, consists of about 4200 feet of bulkhead, earth fills from 350 to 600 feet wide and a continuous marginal wharf. Its four transit sheds, including one now under construction, have ranged in cost from \$380,000 (in 1939) to \$1,450,000 for the largest of all, under construction in 1948.

Pier A, Berths 8, 9 and 10, constructed by Army Engineers as a war-time facility at a cost of \$3,000,000 and known as Victory Pier, and later acquired by the city for \$1,000,000, has about 2,000 feet of frontage, of which 1,300 feet has been developed. Its earth fill, retained by mass rock and concrete bulkhead, is 600 feet wide and contains about 25 acres. Pierpoint Landing is a rock and earth fill, about 1,300 x 75 feet in area, constructed at the end of "Victory Pier" by the Navy to protect the harbor entrance. It has been equipped with Municipal Pilot House landings and floats and contains also offices, a restaurant and parking lots.

Pier A East is a fifty-two acre earth fill accomplished by diverting the mouth of the Los Angeles River. It contains all the street and rail and utility approaches to the contemplated Southeast Basin development to the south. The 80-foot chimney of a new Harbor Department incinerator towers above the fill.

In the summer of 1948, the harbor board finished plans for a 55-acre fill adjacent to Pier A East. This development, Shoemaker stated, was "needed badly for oil field expansion and other purposes." The cost was estimated at \$1,500,000.

A major project which, if ultimately developed, would cost about \$15,000,000 but which was said by Mr. Shoemaker to depend largely upon the manner of settlement of the tidelands-ownership issue, was designated as the "East Half of the Southeast Basin Fill." If completed as planned, this would be a total filled area of 511 acres, and would include nine miles of bulkheads and breakwater, six miles of wharf frontage, 50 ship berths, 12 miles of streets and roads, 43 miles of railroad tracks, 96 acres of covered area, 300 acres of open development, and 24 acres of parks.

Pier B, Outer Harbor, Berths 12 to 19, about 1700 x 500 feet in dimensions, has been completed in part and in operation for several years, with three berths functioning. Current contracts will complete the filling of the pier, the outer end of which is to be devoted to oil activities.

Pier C, Berths 20 to 27, to be 600 x 2476 feet in area, is being bulkheaded and filled. Berthing facilities and buildings will be provided in units

as required. The outer end of this pier also will be devoted to oil drilling operations.

The 500 x 1200-foot extension of Pier B and the new Pier C, constituting the largest pier construction project now under way, involve bulkheads and fills costing \$2,960,000. The completed piers will cost several millions more.

Pier D, Berths 28 to 34, inclusive, is an earth-filled structure about 2000 feet long and 1,400 feet wide at the inner end, tapering to about 300 feet at the outer end. Currently it has four major berths, including a bulk coal and coke terminal and a transit shed. Many oil well drillsites are on the pier.

Pier E is being developed gradually as an earth-filled structure of about 120 acres between the entrance channel to the Inner Harbor and the U. S. Naval Base. While planned for port terminal development it is being used currently for oil operations, and other purposes. Howard Hughes' flying-boat drydock is located there.

A 230-foot earth-filled strip extending along the north side of the Naval Base, from Pier E to Ford Avenue, is devoted to oil well operations, tank farms and Navy Base parking.

#### PORT'S COMMERCE

Ship lines operating through the Port of Long Beach in 1948 were Moore-McCormack, Calmar, Quaker, Isthmian, Inter-ocean, Fruit Express, Pacific Far East, Pope & Talbot, Consolidated Olympic, Coastwise Lines, De La Rama, East Asiatic, States Marine, Bank, Lloyd, Parry, Stan, American President Lines, Grace and others. In 1947, exports went from Long Beach to 35 countries and were valued at \$112,028,507.

Of the total commerce through the port in 1947, exports and imports accounted for 1,086,346 tons. Both showed big increases in tonnage and value over those in 1946.

What was called the largest shipment of a single fabricated commodity ever undertaken from any port was inaugurated at Long Beach Harbor in 1947 when the Isthmian Line and the Pacific Far East Line began moving 1,000,000 measurement tons of 30-inch and 31-inch steel pipe from here to Arabia for use in construction of the proposed Trans-Arabia pipe line.

#### COMMISSION AND STAFF

A Long Beach Harbor Board with only advisory powers functioned from 1925 to 1931, when a city charter amendment placed full control of the port in the hands of a Board of Harbor Commissioners, consisting of five members to be appointed by the City Manager. John F. Craig, I. M. Stevens, Glen L. Clark, Harvey C. Fremming and James F. Collins constituted the board named that year by City Manager C. C. Lewis. Mr. Craig was retained



as president of the board for six years. Walter R. Martin has been president since 1942. Other members were, in 1948, Frank J. Parr, George Rochester, M. S. Walker and M. W. Daubney. The administrative staff under E. J. Amar, Port Manager, included R. R. Shoemaker, chief harbor engineer; M. D. Hughes, chief petroleum engineer; B. W. Tarwater, chief accountant; Alvin K. Maddy, executive secretary; E. F. Manning, traffic manager; Irving M. Smith, city attorney; C. A. Bland, traffic analyst, and A. A. Hudson, chief wharfinger.

## **Greatest Breakwater**

Of importance to Long Beach Harbor, the United States Naval Base in this area, ships of the Navy, commercial shipping in general and to the beach which gave this city its name, is the "world's longest off-shore breakwater," a major Federal project extending across the bay in front of Long Beach. Between the breakwater and the shore are about 30 square miles of protected water area, approximately half of which affords sheltered anchorage for ships, being more than 30 feet in depth. This repeatedly has proved of great convenience and value to the Navy. In 1939, when only the first detached extension had been added to the original San Pedro breakwater, Admiral Claude C. Bloch, Commander-in-Chief, anchored 127 fighting ships behind the off-shore construction, and twice took that great force of Naval vessels out upon the high seas in record time. The further extension of the breakwater in front of Long Beach has provided protection for this city's famous strand.

The total cost of this off-shore breakwater, comprising 43,000 linear feet of massive stone construction, will be about \$28,000,000 when the most recently authorized extension is completed, probably early in 1949, according to the Los Angeles District Engineer, U. S. Corps of Army Engineers, in charge of the giant project. Moreover, another 11,200-foot extension was taken under consideration when a review of reports on Long Beach and Los Angeles Harbors was submitted to the Chief of Engineers in July, 1948. It would extend to a point about opposite the down-coast boundary of the Surf Side Colony, east of Seal Beach.

### **FIRST APPROPRIATION**

The Rivers and Harbors Bill passed by Congress on July 3, 1930, and signed the next day by President Herbert Hoover, included a \$7,000,000 appropriation for a 12,500-foot detached extension of the San Pedro breakwater to a point in front of Long Beach. The San Pedro breakwater was 11,500 feet in length, cost \$3,000,000 and 2,800,000 tons of rock went into its construction. A 2200-foot opening was left between the outer end of the old breakwater and the starting point of the "island" extension, as a Los Angeles

Harbor entrance. The extension, almost parallel with Terminal Island and about 1.5 miles seaward from the mole more recently built by the Navy, was completed December 29, 1937, 14 months ahead of schedule, at a cost of \$5,500,000.

In its construction, 3,100,000 tons of rock were used. The enrockment, 188 feet wide at its base and 16 feet wide at the top, was built upon a core in which 1,600,000 cubic feet of sand and clay dredgings were used. The enrockment rose 14 feet above the mean low water level.

In 1940, about the time the Navy began construction of a Fleet Operating Base on Terminal Island, Congress approved further extensions of the breakwater for a distance of about 19,350 feet due east. To expedite the construction of a 6,000-foot unit, the Navy financed its completion, on top of a sand and clay core built under an Army contract and utilizing 1,100,000 cubic yards of material. An opening 1,800 feet in width was left between the 6,000-foot Navy-built unit and the next detached extension, as an entrance to Long Beach Harbor, at a point almost due south of Rainbow Pier. East from that opening extends a 13,500-foot unit which will end about 1.75 miles seaward of the mouth of the San Gabriel River. Its distance from the shore in the vicinity of Belmont Pier is about three miles. The contract for its completion and also for completion of repairs of storm damage in September, 1939, to the first 12,500-foot extension, involved \$13,100,000. A core made of 2,100,000 cubic yards of sand and clay was required for the final unit, and a total of 4,900,000 tons of rock. If the talked of further extension, 11,500 feet in length, to a point off the down-coast boundary of Surf Side Colony, is approved, it will be about 1.75 miles from shore in the vicinity of the Anaheim Bay entrance.

The over-all length, openings included, of the extended breakwater, under contracts to date, will be 47,000 feet. A further extension 11,200 feet long plus 1,800 feet for the third opening between extensions, would increase the over-all breakwater length to 60,000 feet, more than 11 miles.

#### NEW HARBOR LIGHTHOUSE

During 1948, the United States Coast Guard designed and erected an \$80,000 lighthouse on the breakwater, at the westerly side of the Long Beach Harbor entrance. A rotating 140,000-candle-power light and a fog signal were installed, to be operated by remote control by Coast Guardsmen at the Los Angeles Harbor entrance. The growing number of merchant vessels moving through the Long Beach harbor entrance, and the Navy's use of that route as a direct one to and from the Long Beach Naval Station and Shipyards impelled the Coast Guard to provide the facility. It was designed in the 11th Coast Guard District offices in Long Beach.

## **XIII**

# **INDUSTRIES IN PEACE AND WAR**

## **Shipbuilding**

The first steel shipbuilding plant on the Pacific Coast, south of San Francisco, was established in Long Beach in 1907, by the Craig Shipbuilding Company, headed by John F. Craig. More than 100 vessels had been built in a shipyard acquired in 1887 in Toledo, Ohio, by his father, John Craig, a successful shipbuilder since Civil War days. The need for a larger yard, and prudent recognition of the progress and possibilities of the West Coast, started a quest which resulted in this city's acquisition of its first major industry.

Jubilantly hailed by Long Beach citizens, that industry was to make Long Beach Inner Harbor the scene of the construction of the first United States warcraft ever built in Southern California, as well as of the first steel freighters and other steel vessels constructed in the Southland for private owners.

The shipyard site on Channel 3 of the new Inner Harbor was filled to a height of from 12 to 14 feet above mean low water; a machine shop, foundry, power plant and office building were erected. A floating drydock, the first in Southern California waters, also was constructed. Cerritos Slough, now Cerritos Channel, provided the only outlet from the Inner Harbor to the sea until John F. Craig finished dredging a direct "ocean entrance," on June 30, 1909. On December, 1910, the Craigs launched the \$266,000 S. S. General Hubbard, built for the Hammond Lumber Company, the first steel steamship ever constructed in Southern California. News of its passage through the newly-opened ocean entrance of Long Beach Inner Harbor was telegraphed to Washington, as was the news of the arrival at the Craig yard of the first Navy vessel to enter the harbor, the destroyer Stewart, which came in for repairs.

Thirty years later—on November 14, 1940—the first vessel completed under the United States' vast new shipbuilding program, was launched at the same shipyard. The ship, the C-1 cargo carrier Cape Mendocino, later renamed the Agwimonte, was one of four built under a Federal Maritime Commission contract awarded in August, 1939, to the Consolidated Steel Company, which had leased building space in the Craig yard.

On January 1, 1916, a corporation called the California Shipbuilding Company took over the shipyard and also the contracts previously awarded



to the Lake Torpedo Boat Company for construction of two United States submarines, the L-6 and L-7, for \$560,000 each. They were launched in August and September of that year, the L-6 being the first Navy vessel launched in Southern California. In 1917, the shipyard again passed into the hands of John F. Craig and associates. In the meantime, the Craig Company had built a new plant just east of the original yard. Thus, the Craig interests controlled both. Direct contracts for three submarines were obtained by the company. These, the O-14, O-15 and O-16 were launched in the Spring of 1918.

Following the launching of a United States submarine at Manitowoc, Wis., April 30, 1942, the erroneous statement was made in various quarters and publications, notably Life Magazine, that never before in the United States had such a vessel been launched sidewise. To the contrary, five submarines were launched in that manner in 1916 and 1918, at Long Beach Harbor. Necessarily all vessels built at the Long Beach Inner Harbor shipyards went into the water sidewise.

Several thousand men were employed in the Long Beach yards during World War I. Two 3,200-ton vessels launched there early in 1918, were commandeered by the United States Shipping Board. Three 6,000-ton freighters built under Shipping Board contracts were launched that Summer. In 1919, a 3,200 ton ship was built for the Shipping Board and four 8000-ton vessels for the Emergency Fleet Corporation. Two more 8,000-ton ships for the E.F.C. were launched in 1920. Two 180-foot motorships were built in 1919 and 1920 also, for the California and Mexico Steamship company.

Besides other vessels built in the 1920's and 1930's were numerous power cruisers and yachts. Among them were the palatial cruiser Velero III, for Captain Allen Hancock; John Barrymore's motor yacht, Enfanta, the steel frame for Donald Douglas' schooner, Endymion, the power cruiser Samona II for W. J. Hole; two schooner yachts, first the Georgeanna and, later, the Geoanna, for George L. Craig, and also the motor yacht Edythe for John F. Craig.

During World War II, the Craig Shipbuilding Company specialized in repairing, reconditioning and installing wartime equipment in Navy vessels ranging from small landing craft to supply ships, minesweepers and destroyers, and in converting steam yachts to Navy or other wartime service.

Among the well-known yachts and cruisers converted were the 200-foot Haida, formerly owned by Max Fleischman of Santa Barbara; the 145-foot Samona II, owned by Samuel K. Rindge at the time of sale; the 150-foot Caronia, former property of George Macris; the power cruiser Velero III, built by the Craigs for Captain G. Allen Hancock and subsequently presented by him to the University of Southern California; Colonel Ira C. Copley's steam yacht Happy Days and William B. Leed's yacht, Moana. Hundreds

of vessels, including submarines and destroyers as well as yachts and cargo and passenger ships, have been overhauled and repaired on the Craigs' floating dry dock.

When John F. Craig retired from the presidency of the company and became chairman of the board, one of his sons, James G. Craig, was made president and treasurer. His other sons, John II and George L. Craig II, are vice-presidents, the former also being secretary of the corporation.

Shortly after the Harbor District was opened to oil development, the Hancock Oil Company started a drilling program on the shipbuilding company's land, under one of the first leases negotiated in the area. By December, 1941, there were 23 producing wells in the shipyard.

Shipyard production was tremendous in the Long Beach and Los Angeles harbor areas under the United States' shipbuilding program begun in 1940 and declared the greatest in history. On the first anniversary of V-J Day, announcement was made that the Maritime Commission, Navy, Coast Guard and Army had received 1,260 wartime-built vessels from yards in that general district. The aggregate was 7,000,000 tons of shipping, constructed by a total force of 95,000 persons.

The report stated that California Shipbuilding Company, whose facilities, just outside Long Beach, were said to have cost \$26,000,000, built and launched 468 large vessels, including Liberty ships and tankers, Victory ships and troop transports, registering a total of 4,903,500 tons. Consolidated Steel put out 195 ships, ranging from 200-foot patrol craft to C-2 cargo ships, aggregating 1,351,740 tons; Todd-Los Angeles, formerly the Los Angeles Shipbuilding Company, built eight large ships, totaling 90,000 tons; Bethlehem Steel Company's shipyard, 30 vessels, aggregating 50,000 tons; and Western Pipe and Steel, 82, totaling 85,000 tons. The 1260 vessels delivered included 488 small craft, such as P-T boats, minesweepers, subchasers, tugs and barges.

## **Aircraft Production**

"Douglas Long Beach," the first plant in the United States, and undoubtedly the world, to produce a billion dollars worth of airplanes, was dedicated, on October 18, 1941, to the construction of "the largest possible number of planes in the shortest possible time and in accordance with Government instructions."

On that day not only was the completed \$12,000,000 plant, designed for building fast attack bombers and military transports, placed officially in full operation, but construction work was begun on a \$13,000,000 addition, equaling the original plant in floor space of 1,400,000 square feet and planned for a record output of four-engine long range "Flying Fortress" bombers. Con-

tracts for more than \$185,000,000 worth of fighting planes already had been received from the United States Government.

Sixteen days after Pearl Harbor the first Douglas C-47 rolled off the assembly line to be accepted promptly by the Army Air Forces, and on the next day the first Douglas A-20 Havoc or Boston, emerged from Building 2. The "Arsenal of Democracy" was a reality. In two and one-half years, 4285 Douglas C-47's were to roll off that production line, and 999 Havocs also were built in rapid succession.

On June 6, 1942, the first B-17 Flying Fortress came off the assembly line, and on August 25, 1943, the first Invader, the Douglas A-26, was completed. On June 6, 1944, the 4,285th C-47—the last of an additional 400 ordered in February of that year, to be built by June 30—rolled out of Building I. On June 25, 1945, when Douglas Long Beach christened its 3,000th Flying Fortress and its 1,000th A-26, a grand total of 9,284 airplanes had been produced there in less than four years.

Douglas A-20's built at the Long Beach plant were credited by the British with the winning of the Battle of Britain and by the Russians with winning the Battle of Stalingrad. The C-47 earned its name, "The Work Horse of War," in the South Pacific, in North Africa and in India; and in the channel coast invasion 2,000 C-47's spearheaded the attack, carrying paratroopers armed to the teeth and precious military equipment.

The Douglas Long Beach plant area comprised about 241.6 acres, including a 46-acre parking lot. Sixteen steel and concrete buildings were constructed. The plant was said to be the first completely windowless and air-conditioned industrial establishment in the United States. More than 170,000 men and women worked at the Douglas Long Beach plant at various periods during World War II. Personnel records showed that 10,400 left the plant to enter the armed forces.

#### POST-WAR U.S. CONTRACTS

Douglas Aircraft Corporation, which had occupied the huge plant under a lease from the Government, with an option to buy, purchased six of the plant buildings in 1947 from the War Assets Administration, and continued operations there.

North American Aviation, Inc., completed arrangements in 1947 for a lease on two of the plant buildings formerly occupied by Douglas, where it continued work on Air Force contracts for construction of B-45's, four-jet bombers. It also had obtained a three-year lease from the Government and Consolidated-Vultee on the extensive aircraft facilities which the latter had operated at Downey. On June 10, 1948, United States Air Force Headquarters in Washington announced that Douglas Aircraft Company had been given an



order for 28 C-124A's, which would be built at "Douglas Long Beach," and that North American Aviation, Inc., was being given a contract for 51 more B-45's, high speed, four-jet bombers, also to be built in Long Beach, bringing the total number of B-45's to be constructed here by North American to 190. The C-124A, giant new Douglas product, is a modified and larger version of the C-74, known as the Globemaster, built at the same plant and acclaimed as "the world's largest land plane" when the first giant craft of that type produced for the Army underwent a highly successful test flight September 5, 1945.

The Douglas C-124A, it was disclosed, can carry 25 tons of payload or 222 fully equipped troops 1200 miles and return without refueling. The big four-engine ship is an airborne counterpart of the Navy's famous LST, incorporating a built-in nose ramp that permits loading and unloading heavy vehicles through clamshell doors in the nose. The transports, it was said, can be quickly converted into airborne hospitals carrying 123 litter patients, 45 ambulatory cases and 15 nurses. The wingspan of the C-124A is 173 feet; length, 127 feet; and over-all height 48 feet. It is powered by four Wasp Major engines, each developing 3500 h.p. on take-off and turning four-bladed propellers of a 16-foot, 6-inch, diameter.

## **Other Industries**

A few years after the Craig shipyard was established here, Long Beach acclaimed the construction of one of the world's largest steam-electric generating plants at the harbor by the Southern California Edison Company. It was increased in capacity to 600,000 horsepower, the company's investment in building and equipment being \$60,000,000 or more. In 1947, more than 98,023 electric meters were required in and immediately adjacent to Long Beach, as against 43,718 in 1926.

In 1926, the Ford Motor Company purchased from the Union Pacific Railroad 40 acres east of Badger (now Henry Ford) Avenue and erected a \$5,000,000 assembly plant which began operations on April 21, 1930. The boundary line between Long Beach and Los Angeles ran through the property, of which 12 acres and all of the company's Cerritos Channel waterfrontage were in Long Beach. In February, 1931, the company almost doubled its holdings, buying 33 acres more from the Union Pacific. In 1940, the Ford Company announced that hundreds of workers living in and near Long Beach had contributed to the manufacture there of 243,000 Ford cars and had received more than \$15,270,000 in wages. Petroleum production had become another important activity on the assembly plant grounds. In 1941, there were 31

producing wells on the property, the Ford Company and the General Petroleum Corporation sharing equally therein.

Late in 1929, the Procter & Gamble Company acquired a 15-acre Harbor District site and in June, 1931, opened a manufacturing plant which had cost \$4,600,000. During 1930 and 1931, additional construction, including a wharf, cost \$1,619,000; and subsequent expansions and improvements involved more millions. A \$368,000 addition was begun in 1948. After oil was discovered in the harbor area, substantial production of petroleum was obtained by directional drilling under the Procter & Gamble plant from a nearby derrick site.

Spencer Kellogg & Sons, internationally known producers and refiners of vegetable oils, expended more than \$1,000,000 in establishing a plant which began operations early in 1937 on a five-acre tract on Henry Ford Avenue, Terminal Island. Subsequently, both the plant and the site were enlarged. On January 2, 1948, the plant was again in full operation after having been more than doubled in size and capacity.

Long Beach and Los Angeles harbors constitute the nation's greatest commercial fishing port area. In 1947, 445,500,000 pounds of fish, "double the catch of 202,000,000 pounds by fishermen of Boston," were brought into Long Beach and Los Angeles. Of the 31 Southern California fish canneries, 19 are in this general harbor area.

The Dow Chemical Company's branch in this area, formerly located on Santiago Avenue, near the Marine Stadium, and now in a larger plant built in Seal Beach, manufactures 90 per cent of the iodine produced in the United States and about 40 per cent of the world's supply. The Dow Company extracts iodine here from oil field brine.

The Ohio Rubber Company commenced operations in a \$2,000,000 plant at 6700 Cherry Avenue in 1947, manufacturing automobile floor mats under contracts with four major companies. Its production capacity was 4,000 mats daily, from 40,000 pounds of stock, 10 per cent of which is crude rubber from British Malaya and the Dutch East Indies.

There are more than a score of oil refineries in Long Beach and among products manufactured in Long Beach are oil tools, drilling equipment, pumps and valves.

In 1946 the Reconstruction Finance Corporation authorized the Army to permit the Kaiser-Frazer Corporation to occupy two buildings and half of a third at the Douglas Long Beach plant. A lease was signed, and plans for an assembly plant in Buildings No. 1 and 2 were announced. Henry J. Kaiser, president of the company; Joseph W. Frazer, vice-president, and Henry J. Kaiser, Jr., designated manager of the Long Beach plant, inspected the facilities and announced the award of a contract for constructing railway spur tracks to and along leased buildings, at an estimated cost of \$145,000.

The tracks project was completed, and in 1948, a large part—estimated at “more than 90 per cent”—of the assembly plant equipment had been installed. Henry J. Kaiser previously had acquired the holdings of the Standard Gypsum Company at Long Beach Harbor, and several hundred thousand dollars have been expended in construction of a new mill for manufacturing gypsum lath, wall board and exterior sheathing.

## **Earlier Industries**

Richard Loynes, Sr., pioneer Long Beach industrialist, established a brick-making business in 1886, on what is now a Municipal golf course in Recreation Park. He built a little “beehive” kiln, and eventually employed 16 men. Bricks were made by hand for the Alamitos Water Company, which erected various pumping stations and other structures. From 1902 until 1917, two years after Mr. Loynes’s death, the brickyard bearing his name was located on Fourteenth Street, north of the Seaside Hospital property. He had become prominent in Pasadena as well as in Long Beach both as a brickmaker and a builder.

A pioneer industry in what was to become the Long Beach Harbor District was the salt works of the San Pedro Salt Company, later reorganized as the Long Beach Salt Company, under which name it operated until about 1945. A group headed by C. J. Walker owned the salt works about 20 years, selling its interests in 1926. Originally, an area of about 1,600 acres, leased from the Union Pacific, was utilized in the production of thousands of tons of salt a year by evaporation.

Renting a lot at Pine Avenue and Second Street (Broadway), now one of the busiest corners in the downtown retail district, H. S. Carver in 1895 began building sailboats and other small craft there. In 1904, this pioneer boat builder established the Western Boat Works on what is now the Long Beach inner harbor.

The Long Beach and San Pedro Electric Company and the Long Beach Gas, Electric and Power Company were operating here in the 1890’s. The former was managed by Mrs. Iva E. Tutt, and this city was said to have “the first electric light plant in the United States, and probably in the world, installed and managed by a woman.” The companies became affiliated with the United Electric, Gas and Power Company in 1900 and 1901. Two years later that organization joined the Edison Electric Company, which in 1909 was incorporated as the Southern California Edison Company.

By 1906, an “industrial center” had developed between Olive and Cerritos Avenues and between First and Fourth Streets. After Long Beach harbor development began, early that year, an industrial district in the port area was



designated in a city ordinance. Thereafter, industries in the "downtown" section were not permitted to make extensions or improvements, and eventually moved to other locations.

Long Beach became a moving picture city in 1913, when the Balboa Motion Picture Company acquired properties at Sixth Street and Alamitos Avenues, and produced many films, chiefly serials, in which well known actors and actresses of the silent picture days appeared. The company suddenly succumbed to economic difficulties, aggravated by over-production. Seventeen completed, but unsold films were left in its vaults.

The Chamber of Commerce reported 51 factories, with 364 employees, in Long Beach in 1909; 94 industries and 1,000 employed in 1914; 165 industries, with 4,250 employed, in 1921, when \$16,462,500 was said to be invested in industrial plants here; 246 plants, with 7,859 employees, in 1923, and 302 plants in 1948, with 40,000 employees, including 7,600 at the Navy Shipyard.

In 1948, the Chamber of Commerce compiled and published an exceptionally complete statistical record of Long Beach activities and growth, under the heading of "Phenomenal Growth and Sound Economy of Long Beach Revealed by Array of Statistical Evidence," numerous data from which appear in various articles in this Community Book.

## **XIV**

### **LONG BEACH REAL "NAVY CITY"**

#### **United States Naval Base**

In 1940, when the national defense program began in earnest, Congress appropriated \$19,750,000 for Fleet operating facilities in the Long Beach and San Pedro area, and on November 1 of that year construction was begun on Terminal Island installations which were designated as Roosevelt Base by the Secretary of the Navy on May 6, 1941. Representing merely the beginning of vast expenditures, an \$18,012,000 Roosevelt Base building permit had been issued in February.

Such was the inception of the great "United States Naval Base Los Angeles," as it was renamed officially in 1948.

Nine of its installations are in Long Beach, are so designated officially, and their mail is handled through the Long Beach Naval Station post office, as is also mail for the commanding officer, U. S. Naval Base Los Angeles. The nine Long Beach installations are: the \$75,000,000 Naval Shipyard (including Naval Drydocks), U. S. Naval Hospital, U. S. Naval Station, Receiving Station, Accounts Disbursing Office, Registered Publication Issuing Office, Navy Port Director's Office, U. S. Marine Barracks, and U. S. Fleet Training Center, including the Naval School of Electronics.

In adjacent Seal Beach are the U. S. Naval Ammunition and Net Depot and U. S. Marine Barracks. Several miles east of Long Beach and north of Seventh Street is Los Alamitos Naval Air Station, also a Naval Base component.

Following is a list of the successive commanding officers of what now is the United States Naval Base Los Angeles: Captain R. B. Coffman, who took command June 19, 1940, with the title of Assistant Commandant, Eleventh Naval District, and with headquarters in San Pedro until the office was moved to Pier A, Long Beach, November 8, of that year; Captain Schuyler F. Heim, who was advanced to the rank of Commodore during his command here; Rear Admiral Lloyd J. Wiltse, who succeeded Commodore Heim early in 1946; and Rear Admiral Paul Hendren, now (1948) in command.

Since May 7, 1941, the base has been known, successively, as Roosevelt Base; Naval Operating Base (September 25, 1941); Naval Operating Base, Terminal Island, San Pedro (December 20, 1944); U. S. Naval Base, Terminal

Island (November 20, 1945), and U. S. Naval Base Los Angeles (January 9, 1948).

Under the general order of September 25, 1941, the commands of Naval Operating Base and Roosevelt Base were separate, although the same officer had orders to command both. As formally commissioned on September 1, 1942, Roosevelt Base included the territory of both the present Long Beach Naval Shipyard and U. S. Naval Station.

Originally it had been intended to lease the Navy-built repair facilities on Terminal Island to Bethlehem Steel Company. This idea was abandoned and on February 10, 1943, the U. S. Navy Drydocks, Roosevelt Base, was established for direct operation by the Navy, with an autonomous organization reporting directly to the District's Commandant. Its first Commanding Officer, Captain F. M. Earle, reported February 25.

A Small Craft Training Center was established May 5, 1943, on Roosevelt Base, and the Secretary of the Navy directed that the S.C.T.C.'s commanding officer also serve as commanding officer of Roosevelt Base under the Commandant of the Naval Operating Base. On November 20, 1945, the Secretary of the Navy established "Naval Base, Terminal Island," and omitted "Roosevelt Base," substituting "Navy Recreation Center" and thus eliminating the "Base within a Base" nomenclature. However, due to the growth of the Small Craft Training Center (later changed to Fleet Training Center) and other installations in that area, the new name proved inappropriate, and on October 25, 1946, when the "Navy Recreation Center" included the area between the Naval Shipyard and Naval Air Station, south of Seaside Avenue, it was redesignated officially as "U. S. Naval Station, Terminal Island."

On January 10, 1948, when Rear Admiral Oscar C. Badger, commandant, Eleventh Naval District, announced in Long Beach that the base had been renamed U. S. Naval Base Los Angeles, he said also that the Secretary of the Navy had approved giving a Long Beach prefix to the names of the Navy installations in this city.

"Of the 105 acres of Long Beach territory along Brighton Beach, Terminal Island, where construction of the U. S. Naval Drydocks was started in September, 1940, 44.9 acres were allocated for the Drydocks and 60.1 acres were to be occupied by headquarters of the Naval Operating Base and Roosevelt Base," stated Rear Admiral Thomas P. Wynkoop, U.S.N., commander of Long Beach Naval Shipyard, in 1948.

"The City of Long Beach had entered a stipulation with the Department of Justice, whereby the Federal Government acquired surface rights to the Long Beach land for the sum of \$1, the Harbor Commission of Long Beach reserving all mineral rights, which were to be developed by directional drilling at locations adjacent to the Navy bases. A check for that amount was dated



December 10, 1940. From a historical standpoint, the transaction has a marked resemblance to the purchase of Manhattan Island from the Indians by the Dutch for \$24 and a string of beads. From the original 44.9 acres allotted to the Drydocks, the shipyard has expanded to nearly four times that size, or 159 acres, by dredging and filling."

Within the next five years, one of the Navy's largest and busiest shore stations was developed in that area, with 60 buildings, a 113-acre mole, three graving docks, two floating dry docks, four modern piers, huge machine shops, handling and service facilities, and equipped to do all types of repair and conversion work for the fleet. In 1948, Rear Admiral Wynkoop termed the Long Beach Naval Shipyard "the largest single industrial plant in Southern California." The Naval Drydocks, now renamed Long Beach Naval Shipyard, had completed repair, alteration or maintenance jobs on 1338 Navy ships. It was the base for repair of 685 American fighting ships. Its original working force comprised 350. Its wartime peak of civilian employment was 16,100.

In 1947, its first postwar inventory by the fiscal department evaluated the yard's physical properties at \$62,318,198. That more than \$150,000,000 had been expended on the Terminal Island installations was a statement attributed some time earlier to Rear Admiral Edward L. Cochrane, U.S.N. Chief of the Bureau of Ships.

The Moreel Dock, known as No. 1 dock at the Naval Shipyard, is one of the largest in all the world, being 1105 feet long, 155 feet wide and 66 feet deep. Its construction advanced so rapidly that it was possible to permit entry of a ship on April 7, 1942, and to dock the first combatant ship, a destroyer, in September of that year, just two years after work was begun.

When Captain Fred M. Earle, U.S.N., assumed command of the Naval Drydocks, February 25, 1943, means of service to the Fleet consisted of only one completed battleship dock, one completed pier, a machine shop, virtually without machinery, two small warehouses and an administration building.

In a "first anniversary" address in 1944, Captain Earle told of Naval Drydocks achievements during "a year of overcoming almost unsurmountable difficulties" and cited important services already rendered. "Many tanks which went ashore on Kwapalein would not have been there had not the Drydocks altered the vessels which carried them," he stated. He told of the close contact and co-operative effort enjoyed by his command with the people of Long Beach. "At first the Women's Volunteer Corps and the Red Cross Motor Corps provided transportation for in-migrant employees, from the labor board to the housing projects," he stated.

Captain Earle expressed, also, appreciation to Superintendent of Schools Will French for making the training facilities of the local schools available

for the instruction, up to that time, of 843 persons in apprenticeship courses, "sorely needed at the Drydocks."

In August, 1945, Commodore George T. Payne became the second commanding officer of the Naval Drydocks. His title was changed to Commander, Terminal Island Navy Yard. Despite problems of demobilization, decommissioning of ships and reduction in force of civilian personnel, the average daily employment for the year was 10,450; expenditures totaled \$76,850,000 for material and for civilian employment, \$31,029,000; 1165 ships reported to the shipyard for overhauls, repairs, inactivation or disposal and dry dock facilities served 285. The super-battleship Iowa entered Moreel Dock December 16, 1945.

During 1946, Naval Shipyard and port improvements valued at \$6,697,000 were completed or undertaken. They included, among many others, machine shop expansion costing \$1,500,000; warehouse construction, \$1,479,000; two concrete and steel finger piers, each 820 feet long, on the \$9,000,000 mole, 113 acres in area, extending across in front of the Navy's Terminal Island shore installations. The piers were planned to provide space for ships of the Pacific Reserve Fleet, 137 or more of which were scheduled for overhauling and permanent basing here.

Outstanding in the shipyard's record was the role it played in "Operations Crossroads," the atom bomb project. Here the German prize ship Prinz Eugene was readied as a guinea pig for the unprecedented tests, and the Pennsylvania, Nevada, Arkansas, Salt Lake City and Pensacola were prepared for their assignments at Bikini atoll.

Evidencing the importance of this preliminary work and the skill with which it was carried out, was a commendation directed to Naval Shipyard personnel by Vice Adm. E. L. Cochrane, U.S.N. chief of the bureau of ships. The "Operation Crossroads" ships sailed in May. In August it was revealed that the atom bomb carrier, the LSM60, had been prepared at the shipyard under strictest secrecy during the past two months.

Believed to be the largest floating crane in the world, a newly acquired German crane was assigned to the shipyard in November. The crane, weighing more than 800 tons, and the self-propelled barge upon which it subsequently was remounted, 204 feet long and 108 feet wide, arrived here separately. The equipment was evaluated at \$3,000,000 and capable of lifting more than 350 tons.

During November, 1946, Rear Admiral Wynkoop succeeded Commodore Payne. In 1947, the payroll at the Naval Shipyard was \$25,079,000. The Moreel Dock was kept exceptionally busy, 207 ships being drydocked; 430 were overhauled.

Shipyard workers continued on a busy schedule for 1948. A civilian employment ceiling of 7,600 had been assigned to the yard.

Colorful ceremonies marked the occasion of the change of the huge plant's name to Long Beach Naval Shipyard. City officials and the Long Beach Mounted Patrol took part in the program and presented flags to the shipyard, Rear Admiral Wynkoop receiving them and paying tribute to the "manifestation of Long Beach good will and high regard for the Navy."

"From the point of view of production, one of this area's greatest blessings is its equable climate the year around, making working conditions and production possibilities of the Long Beach Naval Shipyard unique among continental United States yards," Rear Admiral Wynkoop stated in an address on another occasion. "Great potential usefulness to the Nation lies ahead for this establishment. Moreover, there is no question that San Pedro Bay, with its ready accessibility to the open sea, is among the great harbor areas of the world. This feature and others appeal strongly to a Fleet which places speed and maneuverability among its prime requisites."

## Naval Hospital

On December 6, 1941, the day before the Japanese attack on Pearl Harbor, the first concrete was poured for the construction of the Long Beach United States Naval Hospital.

The hospital, listed by the Navy Department as NH56, was commissioned December 15, 1942, when its bed capacity included, besides quarters for sick officers, six permanently-constructed wards designed to accomodate 300 patients.

But on June 23, 1943, 832 patients were being cared for, this being made possible by the emergency use of double-deck beds, instead of the standard hospital beds.

Within 60 days after the hospital was opened officially, it was serving twice as many as were intended originally to be treated there, and constant changes were required to provide increased facilities made imperative by the war.

By the middle of July, 1943, the first temporary ward was opened to receive patients, and was followed in rapid succession by others until ward space was available for 3,270 beds. On December, 1945, when the peak patient load was reached, they numbered 3,913. In May, 1948, Captain Franklyn Hill, MC, U.S.N., who had been commanding officer of the hospital for a year, stated that during that period the daily average number of patients was 1,037.

All permanent buildings of the hospital group are of reinforced concrete, Class "A" construction. Cost of the original construction was reported unof-



ficially to be about \$3,000,000, and in 1944 it was estimated that additional units, including 24 temporary ward buildings, had increased construction costs to \$5,840,000.

At that time the hospital comprised a main Administration Building and 43 related buildings.

Additions in 1945 included a medical storehouse, annex to the nurses' quarters, supplemental housing space for the Hospital Corps, a rehabilitation center, new barracks for enlisted WAVES, and a commodious Dependents' Unit to hospitalize acute medical and surgical cases among dependents.

The main structures, besides the Administration Building, are the Subsistence Building, and two permanent Ward Buildings. The Administration Building is a slightly irregular oblong of four stories, with a six-story central tower. Deck space in the main hospital structures aggregates 221,000 square feet, in the two permanent ward buildings, 66,420 square feet, and, in the temporary wards and connection passages, about 200,000 square feet. All equipment in the hospital is the most modern and highly approved. A library and a commodious auditorium are among facilities provided for patients.

The land area occupied comprises 100.81 acres, carved out of historic Rancho Los Alamitos and adjoining the intersection of Bellflower Boulevard and East Seventh Street, just beyond the city limits of Long Beach. On a gently sloping terrain, the main building faces south toward the ocean. The hospital site's maximal elevation is 81 feet above sea level. Lawns, shrubs, trees and gardens cover all acreage not occupied by buildings, sidewalks and roads.

Medical officers in command of the hospital have been, Captain W. H. Michael, MC, U.S.N., from December, 1942, to January, 1944; Captain P. M. Albright, MC, U.S.N., from then to February, 1945; and Captain C. M. Shaar, MC, U.S.N., from that time until Captain Hill took command in May, 1947, with Captain H. D. Templeton, MC, U.S.N., serving as Executive Officer.

The hospital staff now consists of 180 officers, 295 enlisted men and 394 civilian employees. Among the thirteen officer personnel corps are the following, the number "on board" in each also being given: Medical Corps, 34; Medical Service, 5; Dental, 4; Chaplain, 2; Internee, 11; Resident, 27; Nurses, 94.

Stating that there are "approximately 50,000 persons residing in the Long Beach-Los Angeles who are entitled by law to medical care and treatment at Navy medical facilities," Captain Hill cited numerous services which the Naval Hospital provides.

"The hospital is authorized and directed to maintain 1250 active beds, 350 of which are allocated for hospitalization of Veterans Administration

beneficiaries, and 150 are for hospitalization of dependents of service personnel, both active and retired," he said.

"The Out-Patient Service of this hospital includes a completely equipped Dependents' Hospital, Out-Patient Dispensary, and a branch Out-Patient Dispensary located in the Post Office building in San Pedro. The Out-Patient Department plays an important role in the maintenance of the morale of the forces afloat and ashore, as well as those on the retired list residing in this area.

"One of eight Naval Hospitals designated by the Bureau of Medicine and Surgery as a training center for post graduate instruction in medical and surgical specialties, the training staff consists of twenty-eight visiting reserve consultants."

The recreational facilities of the hospital include a 9-hole "pitch and putt" golf course, a swimming pool, tennis courts, and provisions for other sports, indoors and outdoors.

### **Ammunition and Net Depot**

The Naval Ammunition and Net Depot, a U. S. Naval Base Los Angeles component under the technical and management control of the Navy Department's Bureau of Ordnance, fronts on Anaheim Bay, the Depot's harbor, about six miles east of downtown Long Beach.

This installation occupies an area of almost 5,000 acres, of which about 1,000 acres are tidal marsh land. There are more than 40 principal buildings on the Depot, besides magazines for gun ammunition and high explosives; 35 miles of paved road, and more than 50 miles of railroad track, plus a four-mile Government-owned spur track connecting with the Southern Pacific at Westminster.

Construction of the Depot was begun in 1944. The station was commissioned officially November 10, 1944, when ammunition services to the fleet commenced. Captain A. B. McCrary, USN (Ret.), was the first commanding officer. He was succeeded by Capt. S. B. Brewer, USN, who died December 10, 1946. Capt. R. J. Townsend, USN, succeeded Capt. Brewer and is the present commanding officer.

Peak employment on V-J-Day was 900 civilians and about 1600 Navy personnel. The complement for 1948 was 450 civilians and nine officers, in addition to a Marine Detachment.

### **Commodore Heim Bridge**

Financed principally by the Navy and named in honor of Commodore Schuyler F. Heim, U.S.N. (Ret.), the world's highest and widest vertical-lift bridge was dedicated in Long Beach January 10, 1948.

It crosses Cerritos Channel at Henry Ford Avenue and is a vital link in the Terminal Island Freeway project connecting the island and its U. S. Naval Base installations with the mainland. The total Freeway Project will involve, it has been estimated, \$14,000,000. The \$5,300,000 Commodore Heim bridge, built with Navy and public highway funds, includes three over-water spans with a total length of 700 feet. In the center is a movable span, 1,700,000 pounds in weight, which can be raised vertically as much as 125 feet, to provide a maximum clearance of 175 feet above the water of the inner channel which connects Long Beach and Los Angeles harbors.

Hung between towers, the movable span is balanced by counterweights, and two of the four 100-horsepower electric motors which have been installed were said to be sufficient for raising the span. Normal time for the lift was said to be two minutes and 15 seconds.

Among speakers at the dedication were Rear-Admiral Oscar C. Badger, of San Diego, commandant of the 11th Naval District; Captain H. E. Wilson, U.S.N., of the First Naval District, former Naval Base construction officer in this area, and in charge of the bridge project at its inception in 1946; Captain James F. Jelley, U.S.N., assistant chief of the Bureau of Yards and Docks, Washington, D.C.; Mayor Fletcher Bowron of Los Angeles, and George P. Taubman, Jr., president of the Long Beach Chamber of Commerce.

The list of guests of honor included also Rear-Admiral Paul Hendren, a commanding officer of the Naval Base; Rear-Admiral Thomas P. Wynkoop, commander of Long Beach U. S. Navy Shipyard; Vice-Admiral Walter S. Delany, then commander of battleships and cruisers, Pacific Fleet.

The annual cost of operating the bridge was estimated at about \$76,000. Its construction was hailed as eliminating "for all time" the traffic "bottleneck" between the mainland and Terminal Island.

## **Los Alamitos N. A. S.**

Early in 1941, it was decided that facilities at the Long Beach Municipal Airport would be inadequate for training cadets in the rapidly expanding Naval Air Force. Naval authorities appropriated \$3,000,000 to build the Los Alamitos Naval Air Station seven miles east of Long Beach and just north of Seventh Street.

The Navy took over the 1200-acre field early in 1942, and throughout the war the air near the newly-constructed Naval airport was filled with bright yellow standard Navy training planes.

There are four runways on the field, two of which are parallel and 6,500 feet in length, and the others 5,800 and 4,800 feet long, respectively.



At the conclusion of hostilities, the field was turned over to the Naval Air Reserve and rapidly became the largest Naval Reserve Air Station in the United States. Reservists are allowed to put in weekends in training flights and in study at the base. For this training they are paid and allowed to maintain their reserve ratings, to give the Navy a huge backlog of pilots and ground men trained in the latest types of equipment being used by the Naval Air Force on active duty.

As an example of their efforts to keep the Naval reservists posted on latest equipment, jet engines have been mounted on permanent blocks at the airport to be run, taken apart, reassembled and run again, in order that both pilots and ground crew men may have a thorough knowledge of super-speed jet propulsion. Latest-type Navy jet planes constantly are being flown to the field for demonstration to the reservists.

Captain Michael H. Kernodle, U.S.N., became commanding officer of the Naval Air Station August 13, 1948.

## **Home Port of Navy Ships**

Naval Base developments here and the giant Federal Breakwater off shore, providing an extraordinary area of sheltered anchorage, have made local waters more than ever before a "home port" of ships of the Navy's Pacific Fleet, and Long Beach more than ever before a "Navy city."

As long ago as 1903, Long Beach, then a town of about 5,000 inhabitants, embraced its first opportunity to honor visiting United States Navy ships, officers and men. "The bay is acquiring a naval, as well as a commercial repute," Rev. Sidney C. Kendall wrote, in a Long Beach booklet published that year. A squadron of the Pacific Fleet, consisting of the old New York, Boston, Marblehead, Ranger and the training ship Alert, had anchored in front of Long Beach, and Admiral Glass had praised the waters off Long Beach as "so admirably adapted for naval maneuvers" that he was certain they would be "used frequently for such purposes," Rev. Kendall reported.

In November, 1907, the "Big Four" squadron of the First Division of the Pacific Fleet anchored off Long Beach for 10 days. On April 18, 1908, the arrival here of 16 vessels of the Atlantic Fleet on its cruise around the world was acclaimed "the most momentous occasion in the city's history." In August, 1919, when the Navy was divided into the Atlantic and Pacific Fleets, Admiral Hugh Rodman brought nine dreadnaughts and supply ships of the Pacific Fleet to base in local waters, and since that eventful day they have been the "home port" of large numbers of Navy vessels.

In 1921, when Admiral E. W. Eberle was commander, the Pacific Fleet anchored in this area included nine battleships, 20 submarines, three Eagle

boats and a half-dozen Fleet train vessels. In 1927, when the Battle Fleet was based here much of the year, more than 15,000 officers and men were attached to its ships. In 1928, this became the home port of the aircraft carriers Saratoga and Lexington, also. In 1929, Admiral William V. Pratt said 58 per cent of the Officers of the Battle Fleet had homes in Long Beach.

The valuable services given Long Beach by thousands of sailors and Marines sent ashore by Admiral Richard H. Leigh, Commander-in-Chief of the Fleet, after the March, 1933, earthquake are mentioned in another article. In 1934, the Navy Landing built by the city was christened Leigh Landing, in tribute to the Admiral and the aid given Long Beach by the Fleet at the time of the disaster.

A "Fleet Welcome Week" was observed in Long Beach in honor of the Fleet when it returned here, late in 1933, after a seven-months absence. Admiral Joseph Mason Reeves was then in command and the Fleet personnel exceeded 30,000.

In 1940, when the Navy's total peacetime personnel was 207,000, more than a fourth of its seagoing manpower was at this base when the Fleet was in. The average number of personnel of ships and shore establishments here exceeded 50,000 officers and men, their payroll nearly \$3,000,000 monthly. Ninety per cent of the officers who had families, and 60 per cent of the men with families made their homes here, it was said.

Before the Fleet left for Hawaiian waters for maneuvers and remained at sea because of developments in World War II, Navy ships based at Long Beach numbered 47. They included all the United States' first line battleships, most of the aircraft carriers, all the new light cruisers and the entire Base Force. The older cruisers, some carriers and most of the destroyers and submarines were at San Diego.

In January, 1946, 200 ships of the Navy's Third Fleet were anchored in the bay in front of Long Beach, after more than three years of service in the Pacific theater of war, and on March 16 there were in the harbor 353 Navy ships "of all kinds and sizes."

## XV

### TIDELAND RIGHTS MAJOR ISSUE

After the city of Long Beach, the State of California, numerous other States and the American Association of Port Authorities had fought successfully for more than 10 years against repeated attacks at the national capital upon the rights of coastal States to tidelands and submerged lands within their boundaries, the United States Supreme Court, in a ruling on June 23, 1947, by a vote of 6 to 2, flatly denied that such states have title to submerged lands outside the low-tide mark along their shores.

One year before, legislation quitclaiming such lands to the States had been enacted by Congress but President Truman vetoed the measure and an attempt to over-ride the veto failed.

The crux of the Supreme Court decision, which created a nation-wide furore, was in the following paragraph:

"We decide, for the reasons we have stated, that California is not the owner of the three-mile marginal belt along its coast, and that the Federal Government, rather than the State, has paramount rights in and power over that belt, an incident to which is full dominion over the resources of the soil under that water area, including oil."

The decision upheld contentions in a suit against the State of California by United States Attorney General Tom Clark, who invoked the original jurisdiction of the highest tribunal of the Nation in asking a ruling on the issue of Federal rights vs. States' rights.

The high court's majority opinion upheld the Justice Department's contention that the 13 original Colonies did not own the "marginal belt" along the Atlantic. Knowledge of any document which "showed a purpose to set apart a three-mile ocean belt for colonial or State ownership" was denied.

"Not only has acquisition, as it were, of the three-mile belt, been accomplished by the national Government," the majority opinion states, "but protection and control of it has been and is a function of national external sovereignty."

Justices Reed and Frankfurter dissented from the majority opinion, while Justice Jackson disqualified himself from the case because of previous contact with the issue while he was Attorney General.

Congress and not the court is the appropriate agency to determine the ownership controversy, Justice Frankfurter contended.



The majority opinion, read by Justice Black, invoked a national defense angle, as well as asserting the Federal Government, rather than the State, has "paramount rights" over the entire three-mile belt, and "full dominion" over mineral resources of the underwater area, including oil. It continued: "The United States here asserts . . . the right and responsibility to exercise whatever power and dominion are necessary to protect this country against dangers to the security and tranquility of its people incident to the fact that the United States is located immediately adjacent to the ocean."

Justice Reed's dissenting opinion denied that California's ownership to the three-mile limit would "interfere in any way" with the needs or rights of the United States in war or peace. "The power of the United States," he said, "is plenary over these undersea lands."

The Supreme Court's decision was of direct and great importance to Long Beach because the State of California, by legislative acts in 1911, 1925 and 1935, had granted to the city "all the tidelands and submerged lands, filled or unfilled, within its boundaries," and the city subsequently has constructed costly harbor facilities in tideland areas, has "expended more than \$38,500,000 on harbor and beach improvements" according to City Attorney Irving M. Smith, and also "has produced and is producing large quantities of oil from submerged lands, to the great financial benefit of the city itself."

The disputed lands extend from the low tide mark to the seaward limit of the "three-mile belt." "We may assume," the majority opinion of the high court states, "that location of the exact coastal line will involve complexities and difficulties . . . There is no reason why, after determining in general who owns the three-mile belt, the court might not later, if necessary, have more detailed hearings to determine particular segments of the boundary."

The final paragraph of the Supreme Court's decision called upon "the parties (to the suit) or either of them" to submit "the form of decree to carry this opinion into effect," before September 15, 1947, and added, "failing which, the court will prepare and enter an appropriate decree at the next term of court."

Attorney-General Fred Howser of California, for years a Long Beach resident, had filed a brief for the State and also argued the case before the Supreme Court. Howser's brief contended the Justice Department had shown "no legal or factual basis upon which the claims of the Federal Government can be upheld."

City Attorney Smith of Long Beach, who also was chairman of the tidelands committee of the California Association of Port Authorities and a member of a similar committee of the national organization, made repeated visits to Washington before and after the Supreme Court decision to testify at com-

mittee hearings and to confer with representatives of the port authorities and Attorney-General on legislative procedure.

A City Council resolution which Smith took to Washington asserted that Long Beach, in spending millions on harbor development and port facilities, had relied upon "the historic rule of property that title to the submerged lands is vested in the State." This rule, the resolution asserted, "has been expressed in more than 50 decisions of the United States Supreme Court, and confirmed by 244 decisions of Federal and State courts, 31 rulings by Secretaries of the Interior and 49 opinions of Attorney-Generals."

U. S. Attorney-General Clark stated before the Supreme Court that the Government was making no claim to "bays, harbors and inland waters." On July 27, 1947, it was announced in Long Beach that he was willing to sign stipulations with Attorney General Fred N. Howser of California, exempting from Federal claims the San Pedro Bay area north of a straight line from Point Fermin to the foot of Gaviota Avenue in Long Beach.

Clark's stipulations with Howser, agreed upon after conferences with Secretary of Interior Krug, were said to include, besides the "exemption of certain harbor areas containing large investments in piers and other facilities," an agreement that "drilling contracts would be left undisturbed" pending further decisions. These stipulations were renewed in 1948 and extended to Sept. 30, 1949.

A Supreme Court hearing on October 27, 1947, resulted in the signing of a preliminary decree which asserted the United States' "paramount rights, full dominion and power over" lands seaward of the low water mark on the California coast, but left for later determination the exact boundary between State and Federal jurisdiction.

In the meantime steps had been taken toward a second effort to obtain enactment of a law quitclaiming tidelands and "marginal sea lands" to the States. Success in getting such a bill through Congress in 1948 and in overriding an expected Presidential veto was predicted. The tidelands subcommittee of the National Association of Attorney-Generals drafted identical resolutions to be presented in the Senate and the House.

The measure was introduced in the House, January 19, by Representative Willis W. Bradley of Long Beach, and in the Senate a few days later by Senator E. H. Moore of Oklahoma.

On April 30, after a two-hour debate in which all but one speaker denounced the Government's attempt to "confiscate" California's lands, the House adopted the measure by a vote of 257 to 29.

On June 14, fourteen Republican governors urged the Republican Senate Policy Committee to give priority at the waning session to the "States' rights" bill, but no action had been taken by the Senate when Congress adjourned in

the early dawn of June 20. The bill's proponents were reluctant to bring it to the floor during the last week of the session, when a pocket veto could kill it.

On June 21, the Supreme Court approved the request by Howser during 1947 that a special master in chancery be appointed to hear evidence "on questions of fact and of law" pertaining to conflicting claims of the Justice Department and the State of California.

On July 2, Chief Justice Vinson named as special master D. Lawrence Groener, who had retired March 8 as Chief Justice of the United States Court of Appeals. He was to make recommendations to the court during the term beginning in October. Judge Groener asked that Clark and Howser file suggestions with him as to procedure in gathering evidence and holding hearings. Howser requested the Long Beach City Attorney to help him formulate such suggestions. It was expected that hearings would be held in Los Angeles and perhaps in Long Beach.

At its National Convention in Philadelphia, the Republican party incorporated in its 1948 platform a plank favoring "restoration to the States of their historic rights in the tidal and submerged lands, tributary waters, lakes and streams."



## **XVI**

### **PROBLEM OF LAND SUBSIDENCE**

Land subsidence of as much as seven or eight feet since 1937 on Terminal Island, and in lesser degrees elsewhere in the harbor area, became the subject of renewed and determined investigation in 1948. The United States Naval Base Los Angeles, oil operations and various major industrial plants had been affected.

The Long Beach Harbor Department financed an independent study of the subsidence problem by a group of geologists in 1945, when, reportedly, the Navy evinced concern about its huge Terminal Island investment.

In 1948, Rear Admiral Paul Hendren, commanding officer of the Naval Base, was quoted as admitting that the problem was "a serious one" and adding: "Predictions made a few years ago have proved to be wrong and we must take new steps to guard this Base."

In May, 1948, E. J. Amar, Long Beach Port Manager, who had called a meeting of Navy officials, representatives of the Department of Commerce and Department of the Interior and outstanding engineers, announced that four committees had been set up to investigate the situation. On these committees were representatives of the Navy, the city of Long Beach and harbor area industrial concerns, oil companies included.

On June 20, Amar received from Chief Harbor Engineer Robert R. Shoemaker, head of a technical committee, a report containing three recommendations concerning efforts to halt the subsidence. The recommendations, which Port Manager Amar submitted to a major committee of oil operators, were: "Possible checking of the subsidence by injecting water pressure into the deep oil pools in a 640-acre district at a cost of approximately \$5,000,000; prorating future oil output under the pressure system, based on present production in the multimillion-dollar field, and joint planning of surface remedial work."

In its report the technical committee said that causes so far believed to contribute to the total subsidence are: (a) removal of water from water-bearing sediments; (b) loading of the area with structures, earth and other weights; (c) vibration of sediments incident to earth shock and land use; (d) removal of gas and oil; (e) crustal changes in the earth due to movement along faults.

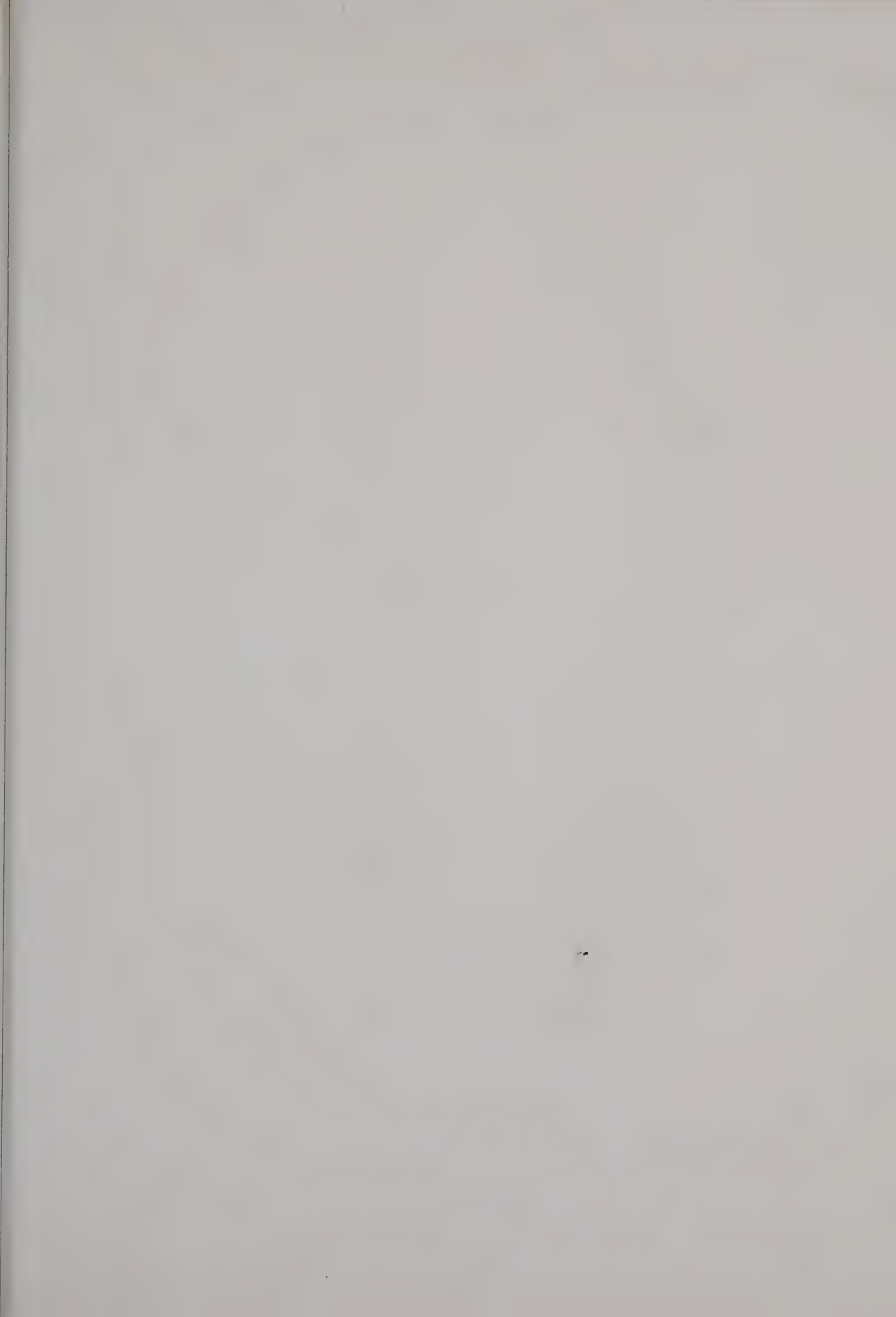
Anticipating the possibility of maintaining pressure by pumping gas or water or both back into reservoirs which have been drained of oil or the

pumping of water back into the water sands, the committee said:

"(1) About two and one-half years of experimental work and one year of construction work would be required before a full scale pressure-maintenance effort could be prudently accomplished, and then probably in only a portion of the reservoirs.

"(2) The cost would aggregate not less than \$5,000,000 for one block under the experiment.

"(3) The amount of check to subsidence to result from such an effort cannot be predicted from any data or experience now available."







#### FIRST AND PRESENT CITY HALLS

Above, First City Hall, Built in 1899 (Photograph from Public Library); Below, at Extreme Right, Present City Hall, on Same Site; City Utilities Building Across Street at Left.

## **XVII**

### **MUNICIPAL UTILITIES**

#### **Water Department**

Some years before the survey was made for the original townsite of Long Beach (first called Willmore City), Jotham Bixby, manager and half-owner of Rancho Los Cerritos, was doing what he could to prevent any recurrence of such disastrous losses as those incurred by the great drought of 1863-64. Mr. Bixby was credited with bringing in ten artesian wells during the late '70's and the early '80's.

Judge R. M. Widney, prominent early-day citizen of Los Angeles, whom W. E. Willmore had interested in the Willmore City project, was another pioneer developer who realized that "water was a paramount consideration," according to Office Engineer Walter M. Brown of today's Municipal Water Department.

"In the cienaga north of Twenty-seventh Street and west of Orange Avenue," the engineer stated in his thorough "Historical Sketch," published with the Water Department's 1943-44 report, "there were springs . . . which were seldom or never dry. A well drilled on this site developed an abundance of artesian water, which Judge Widney piped into town through a six-inch riveted, asphaltum-dipped pipe, thereby displacing the first distribution system, an old white horse, a spring wagon and a few barrels. This six-inch pipe line was the beginning of the Long Beach water system of today. Judge Widney also constructed a small brick reservoir at the southwest corner of American Avenue and Anaheim Street, which he never used because it gave almost no pressure in the downtown area. It was enlarged by later distributors of water and put into service."

The Long Beach Land and Water Company, which was organized in 1884 to take over the townsite and American Colony property after Willmore relinquished his option contract, was succeeded by the Long Beach Development Company, incorporated in 1887 by Southern Pacific interests. After a period of rivalry, the Development Company and the Bouton Water Company, incorporated in 1894, were absorbed in 1901 by the Seaside Water Company, organized by Los Angeles capitalists.

In 1884, several years before Long Beach was incorporated, posters issued by the Long Beach Land and Water Company made the first public announce-

ment, so far as is known, concerning local water service and rates. After stating that water would be furnished "free to a reasonable extent for use on lawns, shrubbery and trees for at least until January 1, 1885" and that "those planting prior to that date also will be allowed for same use, free water for one year longer, to January 1, 1886," the posters said that campers "along the line of the bluff east of Locust and south of Ocean Avenue" would be "charged only for use of water," as follows:

"For each tent of three persons or under, 50 cents per week or part of a week; for a tent of more than three persons, 65 cents; for each animal, 15 cents a week; other uses to be charged a reasonable rate; all water charges must be paid in advance."

#### FIRST WATER ORDINANCE

Among provisions in the first water-rate ordinance adopted by the City Trustees after the town's incorporation in 1888, was a charge of 75 cents a month "for each horse, except for private use, and including water for washing one vehicle." For "each additional horse," ten cents was charged; and the same amount for each additional vehicle. For each bathtub "in a barbershop, bathing establishment or hotel," there was a charge of \$2 a month; and hotels, lodging houses and boarding houses were assessed 10 cents a month for each lodger or boarder in addition to the "family rates" fixed in the statute.

Artesian water was developed on Rancho Los Alamitos in 1886, and in 1888 the Alamitos Water Company was incorporated. Its first pumping plant was in the present Recreation Park area. According to Engineer Walter Brown, the eucalyptus grove in that area was started in 1886 or 1887 to provide fuel for the pumping plant boilers.

During 1888, the Trustees of the newly incorporated municipality gave the Development Company a contract to install a new water system. Delays ensued and sprinkling had to be restricted to two hours in the morning, east of American, and two hours in the evening, west of that thoroughfare. The Development Company suggested that people in the east part of Long Beach, whose eastern limit was Alamitos Avenue, connect with the Alamitos Water Company system.

In 1889, the city's supply was denounced as "totally inadequate" and the Trustees were urged to construct and control a system of its own. In 1891 the Alamitos Company was given a franchise to extend its lines into Long Beach. About 1892, its pumping equipment was moved into a brick pumphouse, which, with its tall chimney, was a Recreation Park landmark until the 1933 earthquake.

In 1895, the company had seven reservoirs. One on the highest ground in Recreation Park could supply by gravity a reservoir in what is now Bixby



Park. The "crowning achievement of the Alamitos system was the construction of its No. 2 reservoir, begun about 1890 or 1891, on Alamitos Hill," Engineer Brown states, pointing out that it "provided a real pressure system for a portion of territory served by the Alamitos Water Company, a service far superior to anything the Long Beach townsite was to know for many years."

In July, 1891, General Edward Bouton completed a flowing well on his ranch on the north side of Carson Street, east of Cherry Avenue. After the Bouton Water Company was organized in 1894, the Los Angeles Terminal Railway Company became a majority stockholder. About 1895, the Bouton Company brought in a second artesian well. This proved a Southern California sensation. Charles I. Goucher, early day civil engineer, said the well "made 237 inches of water (slightly more than 2,300 gallons per minute.) It ran wild and made Bouton Lake . . . When they did get it capped, it spouted 80 feet above the ground through a two-inch pipe—about 35 pounds pressure." In July, 1898, the Bouton Company obtained a franchise to lay mains in Long Beach Streets, and in 1899 the City Trustees signed a 20-year contract with the company, following an election in which such a contract was approved by the close vote of 184 to 146.

The Citizens' Water, Light and Power Company, organized in 1903, and the Seaside Water Company consolidated, about 1905, to form the Long Beach Water Company.

On December 15, 1908, the first election on municipal ownership of water facilities resulted in a decisive defeat of the proposition. At that time the Long Beach Water Company offered its properties for sale at \$499,000 and the Alamitos Company priced its system at \$251,000. During 1909, the Long Beach Company, evidently believing municipal ownership a dead issue, made extensive improvements in its system.

#### "CITY OWNERSHIP" VOTED

On June 27, 1911, when an \$850,000 bond issue was submitted for purchase of the systems at \$650,000 and \$225,000 respectively, the proposition was carried by a vote of 1,228 to 121. The Long Beach Water Company bought \$578,000 worth of the bonds, and the balance of the issue was taken by the Alamitos Company.

W. T. Lisenby was Water Department superintendent and cashier for four years and also secretary of a Water Commission appointed by the City Council. For six years thereafter he was Commissioner of Public Property and had supervision of the Water Department. The department began operating without any working capital and on a water rate about 20 per cent less than those the private corporations had charged. But, after paying all expenses, putting \$40,000 of its gross earnings during its first fiscal year back into the

system in replacements and paying \$38,250 interest on its bonded indebtedness, it had a cash balance of \$5,000.

In 1913, a \$200,000 bond issue for extending the system carried by a vote of 2,051 to 804. In 1927, a \$2,738,000 bond issue representing a sum more than twice the aggregate of the water bonds already voted, was carried by a vote of 17,040 to 6,082, more extensions and water development being needed.

On February 17, 1931, a charter amendment provided for a Board of Water Commissioners with broad powers, including control of the department, appointment of a general manager, regulation of rates and of the use and sale of water, construction of works and properties, and regulation of water rates, subject to the Council's approval. The Commission was to consist of five members, to be appointed by the City Manager and to serve five-year terms.

On the day of the Water Commission amendment's adoption, Long Beach also voted to join the Metropolitan Water District and share with other cities of the District the right to use water brought to Southern California from the Colorado River. On September 29 of the same year Long Beach voted, 12,932 to 8,677, in favor of the \$220,000,000 bond issue by which the District was to finance the Colorado River Aqueduct, "the largest water supply line in the United States." A reservoir with a capacity of 2,600,000 gallons was constructed in the Palos Verdes Hills, and the District's Long Beach lateral was built to a point near the Flood Control Channel, from which the Water Department built a 36-inch line connecting with the city's water system.

Colorado River first was turned into Long Beach mains August 17, 1942, and its regular consumption here was begun in 1943. By the end of 1932, six steel tanks with a capacity of about 3,500,000 gallons each, had been built atop Alamitos Hill.

After the March, 1933, earthquake, five of the six new tanks were found empty and there remained only about 800,000 gallons of water in the sixth tank. Mains and services had been disrupted in many places. More than 160 breaks were repaired in cast iron mains over two inches in diameter. The tanks themselves were not damaged. During 1936, the number of tanks on Alamitos Hill was increased to 12.

During 1940-41, defense activities on Terminal Island, including the Navy Base, were provided with connections with the city's water system. Construction of a siphon line under the harbor entrance channel was required, besides the building of a distribution system on the Island. An enormous increase in water consumption during the war years impelled the Commission to proceed immediately with several large projects to provide against possible contingencies, and to increase the supply of Colorado River water to the Harbor District and industries west of the Flood Control Channel.

On May 11, 1948, a \$6,400,000 water bonds issue—the first city water bonds submitted to the voters since 1927—was approved by 44,578, while, the opposing votes numbered only 4,593. The Board of Water Commissioners had stressed the importance of increasing water storage facilities. Citizens were told that both bond redemption and interest would be paid out of the department's earnings, and that no city tax money had been used by the department since its inception.

Proposed under the bond issue were the J. Will Johnson Reservoir System and Alamitos Reservoir System projects. The former included construction of 12 steel tanks, with a capacity of 40,000,000 gallons, on Dominguez Hill, and eight trunk mains, among them a 42-inch main to the reservoir from a Metropolitan Water District connection. The Alamitos project included addition of six tanks to the twelve already on Alamitos Hill, increasing the reservoir capacity there to 60,000,000 gallons, and also trunk and other mains.

The Water Departments' 1948-49 budget of \$3,165,000 contained provision for a \$300,000 raw water storage basin of 10,000,000 gallons capacity, to be constructed during the year, preliminary to building a water treatment plant costing about \$11,000,000.

#### ASSETS AND EARNINGS

The net capital assets of the department totaled, as of June 1, 1948, \$11,206,156, and the aggregate of all its assets was \$13,099,504.

Net earnings of the Department in recent years have been as follows: 1943-44, \$376,678; 1944-45, \$409,839; 1945-46, \$537,693; 1946-47, \$520,234, the decrease being attributed to higher costs of labor and material and to increased purchase of Colorado River water at about twice the cost of the pumped local supply; 1947-48, \$657,184, that new high resulting from continued population growth and an increase in the municipal water rate, although the purchase price of Colorado River had been increased, also, from \$15 to \$18 per acre foot.

During 1946-47, 951,975,000 cubic feet of water was pumped from the 25 wells of Long Beach and 471,114,700 cubic feet of Colorado River water was purchased.

To June 1, 1948, the total water pumpage of the fiscal year 1947-48 was 853,771,500 cubic feet, and the water purchased from the Metropolitan Water District to that time was 533,156,000 cubic feet, or 38.44 per cent of the total.

In 1919, Municipal Water Department records show, there were 12,077 active water meters in Long Beach. In 1948, the number of meters was 52,069. The Board of Water Commissioners appointed by City Manager Lewis in 1931 comprised Charles L. Heartwell, R. M. Dickinson, John Schinner, H. F.



Ahlswede and J. W. V. Steele. Colonel Heartwell was president from 1931 until his death in 1941. George M. Winstead, formerly vice-president succeeded to the presidency and served in that capacity until his demise in 1946. His successor, J. Will Johnson, served from that time until his term on the board ended in 1948, when Frank E. Wall was elected president.

Brennan S. Thomas has been general manager and chief engineer of the department since December, 1944.

## **Gas Department**

The original cost of the properties taken over by the City of Long Beach from the Southern Counties Gas Company on May, 1924, was \$2,315,000. The value of the gas properties owned by the city in 1948 is almost \$10,000,000, against which only long-time bonds in the amount of \$1,900,000 are outstanding. This gain in physical properties, amounting to nearly \$8,000,000 has been financed entirely from the earnings of the Municipal Gas Department.

During the period from 1932 to 1948, inclusive, Gas Department records show, there has been transferred from that department to the city's general fund a total of \$12,486,118, and to the city's cash basis fund, \$350,000. Miscellaneous cash loans also have been made amounting to \$103,662. Thus, a grand total of nearly \$13,000,000 has been donated to the tax-paying public as a result of operations of this municipally owned department.

Domestic and commercial gas rates in Long Beach had not been changed for more than 17 years and were still the lowest of all gas facilities in Southern California, according to William H. Partridge, superintendent of the department.

In 1923, when agitation for cheaper gas was started in Long Beach, the domestic rate here averaged 93 cents per thousand cubic feet. The Railroad Commission of California, upon application, authorized a "temporary rate" of 85 cents per thousand. There was public insistence that 50 cents a thousand was a fair rate for domestic service. The City Council authorized the 50-cent rate as soon as the city took over the properties, and it remained in force until March, 1928, when an increase was found necessary due to the higher price then paid for wholesale gas supplies.

In January, 1931, the rate was reduced to 60 cents, and that has been the domestic rate ever since, the average rate for the years of municipal ownership being 60 cents per 1,000 cubic feet for all sales up to 20,000 cubic feet per month. For all use above that amount the price is reduced in accordance with the volume used. In addition, the city's rate schedules for commercial and industrial users are less than the cost of oil fuel and are, therefore, attractive

to industries. How the city acquired the Southern Counties Gas Company's properties is an unusual and interesting story.

At a special election, August 14, 1923, a \$3,000,000 bond issue "for the purpose of acquiring, constructing and completing a gas system for supplying the city and its inhabitants with gas for the purpose of light, heat and power" carried by a vote of eight to one. The gas company's refusal to grant the demands of the people for cheaper gas was obviously the principal reason for such a vote.

In 1922-23, the city had leased certain of its lands in the heart of the proved areas of the Signal Hill field for oil and gas developments. The largest and most valuable of these properties was known as the A. T. Jergins lease, located along Orange Avenue, about three and one-half miles from the center of the city. At one time, more than 16,000,000 cubic feet of gas was delivered daily from that lease into the gas systems which then were supplying local consumers and adjacent communities. A huge amount of gas produced on Signal Hill also was blown into the air. Many citizens believed the natural gas produced on city-owned lands should be delivered to residents of the city at a cost much less than was being charged by the private company. The reduction of 15 cents per 1,000 cubic feet authorized by the State Railroad Commission, on an appeal, did not satisfy the citizens.

Following the bond election, Mayor C. H. Windham and City Councilmen tried for several months to get what they thought a fair selling figure from the Southern Counties Company. Negotiations failed to produce the desired results, however. The sale of the bond issue was authorized, and on November, 1923, the construction of a city-owned gas system paralleling a portion of the old system in the downtown area, was begun. On this, \$705,845 was spent. In April, 1924, when the city actually commenced serving gas to consumers, the company made a selling offer of \$2,170,000, which the city accepted.

The city's total investment in its gas system was \$3,021,250 as of June, 1924, and was financed almost entirely by the sale of the issue. A 10,000,000-cubic foot storage holder, new mains in the industrial district were financed by a \$950,000 bond issue in 1927. A \$240,000 gas-air-mix standby plant and other facilities, extensions, and improvements have been provided to meet the steadily increasing service requirements of the city as it expanded in area and gained tremendously in its population, which now is almost five times the census figure of 1920.

Until the latter part of 1924, sufficient gas for Long Beach needs was available in the Signal Hill Oil field. From that time, however, until the discovery of oil in the Long Beach Harbor District, contracts for gas supplies from the Dominguez, Rosencrans, Ventura and other fields, were found necessary, as the demand increased and production decreased.

In 1938, oil and gas production in the Harbor District field greatly increased the Gas Department's resources, but the almost 5,000,000 cubic feet received and distributed to the department's consumers that year proved merely a forerunner of vaster production as development of the rich field progressed.

In 1939, available gas supplies from the city royalties increased to two billion cubic feet. In 1940, three and one half billion and in 1947 over 11 billion cubic feet of city royalty gas actually was sold by the Municipal Gas Department; and from that time to the present, the city of Long Beach has been benefitted tremendously by the enormous supplies of natural gas available for Gas Department use. The large profits accruing to the city from the sale of this gas naturally have been a great aid in helping to balance the municipal budget and hold down the tax rate.

In 1900, when the population of Long Beach was 2,252, two companies introduced gas service in Long Beach, one of them, the United Electric Gas, a predecessor of Southern California Edison, and Power Company, also providing electric service over a transmission line from Santa Monica. That company and the Long Beach Gas Company built small plants, the latter firm erecting one of the first oil gas generating plants in California. Both concerns covered the same territory, one putting its lines in the streets while the other's were in the alleys. Gas was offered at \$1.90 per 1,000 cubic feet. A third gas company, the Inner Harbor, joined in the local competition in 1905. The Long Beach Consolidated Gas Company, fostered by the Southern California Edison Company, was organized in 1910. Two years later, that company contracted for its gas supplies with the Domestic Gas Company of Los Angeles, later renamed the Southern California Gas Company. In 1915, natural gas was introduced into Long Beach, being brought from the Fullerton oil field, and served to 8,960 local consumers. On May 22, 1916, the Long Beach Consolidated Company's gas properties were acquired by the Southern Counties Gas Company through negotiations with the Southern California Edison Company.

The city's area in 1924, when the gas distribution system of the privately owned utility company was purchased, was 18.14 square miles, and 32,000 active meters were being served in Long Beach, Signal Hill and small adjacent areas. The Municipal Gas Department now provides gas throughout an area of 35 square miles, and the number of active gas meters has increased to 76,000.



## **XVIII**

### **POLICE AND FIRE DEPARTMENTS**

#### **Police Department**

The Long Beach Police Department personnel totaled 375 in 1948. Forty years before, the first Chief of Police in Long Beach headed a department which included only ten other officers.

Thomas W. Williams, the last town marshal here, was made Chief of Police when the first city charter, providing for a Police Commission and its appointment of a Chief, became effective in 1908. In the department at that time were also one captain, two sergeants, two mounted officers—who rode horses, not motorcycles; four patrolmen and a volunteer police matron.

Chief of Police Alvin F. Slight today heads a department which includes four police captains and a captain of detectives, eight police lieutenants, one classified in motor service, and a detective lieutenant; 240 patrolmen, of whom 30 are in motor service; 24 police sergeants, three in motor service; 36 police inspectors; three police matrons and eight policewomen, to mention only a few of the department's classifications.

Chief Slight pointed out that in 1908 the population of Long Beach was less than 15,000 while in 1948 it is estimated at more than 266,000. The department's growth, he said, "has not been commensurate with that of the city." Subsequently, a ten per cent increase in the department's budget for 1948-49 made possible the addition of 32 police officers and five automobiles.

"Jake" Davies was the town's first marshal, and succeeding him were John Baker, George Neece, H. Conklin, George W. Young and Williams. Various kinds of quarters for prisoners were utilized, some very small and unstable. Davies recalled, years later, that at times a boxcar was used as a jail. The first jail cell here was provided in 1904.

Ordinance No. 28, adopted July 25, 1898, to "regulate the conduct of minors," added to the duties of the marshal and his assistants, if any. The ordinance established the first curfew here and made it unlawful "for any minor under the age of 18 years, unless accompanied by parent or guardian, to be upon any public street, alley or park" of the city after 8 P.M., from November 1 to June 1, or after 9 P.M. during the rest of the year, "unless" to quote

the statute, "said minor shall then and there be in the pursuit of some necessary and proper business."

The arm of the law reached out for speedsters of the horse-and-buggy days. "Excessively fast driving and bicycle riding on Pine Ave." was condemned in a weekly paper in 1900. In the same issue was the report of a horserace on the beach east of Alamitos Avenue.

Arrests for intoxication were somewhat frequent. Dennis McCarthy's saloon at the northwest corner of Pine and Second (Broadway), first licensed in 1890 and ordered closed in 1896, was allowed by County authorities to operate during the disincorporation period, and was given a new permit by the City Trustees after reincorporation. In February, 1900, a petition signed by 400 of the town's 2,252 citizens asked the Trustees to compel the closing of McCarthy's place on Sundays. All five Trustees voted against such action, saying that operation seven days a week was permitted by the permit. At the election of April in that year, the "High License" party lost all control of city offices. A new prohibition ordinance became effective June 11, McCarthy's saloon was closed the next day, Long Beach was destined to remain "dry," legally, until 1933.

Members of the police force in the middle 1900's regularly covered only the territory from the ocean north to Fourth Street and from Cedar Avenue east to American, according to L. W. Folsom, who was a member of the small police department of the town in 1905. Mr. Folsom, residing on West Burnett Street, Long Beach, in 1948, states that he was the first to see and fight the blaze when the Municipal Pavilion was destroyed by fire in January, 1905, and that he was detailed to duty on the occasion of the dedication of the first Long Beach Municipal Auditorium on November 15 of the same year.

#### PERSONNEL IN 1908

The police department in 1908 consisted of Chief Williams, Captain Clayton McCord, Sergeants Fred Phillips and Fred B. Kutz, Mounted Officers Thomas C. Borden and Walter C. Brown and Patrolmen John Gallamore, Fred McGowan, Bob O'Rourke and George Austin. Fanny Bixby, daughter of Mr. and Mrs. Jotham Bixby, was the volunteer police matron.

Kutz became a valuable link between the old town marshal force and the modern department. He became secretary to Marshal Young in 1906 and by 1927, when he retired as one of the best known identification men on the Pacific Coast, the department had made substantial progress.

C. E. Moyer, the second chief of police, served only three months. Then followed, in order, Dr. A. B. Austin, Sam Browne, C. C. Cole, Ralph A. Newell, James I. Butterfield, Ben W. McLendon, J. S. Yancy, J. H. McClel-

land, W. C. Wright, J. H. McClelland again, Walter H. Lentz and Alvin F. Slaight, incumbent, who took office in 1944.

Mrs. Lulu Straw became the first police woman in June, 1921. She was retired in October, 1941. The first full-time matron was Laura Fleming, who also retired in 1941. Grace Rhinehart served as a matron in the early days of the department.

Quarters in the new City Hall were occupied by the police department in August, 1923, when Yancy was chief. Within three years after the discovery of oil on Signal Hill in 1921, the police department doubled in size. From 1923 to 1926, captures of contraband liquor were frequent. The accidental capture, in 1926, of a yacht with a cargo of 1,000 cases of whiskey was a blow to a "king of the rum runners." Later, with others, he operated gambling ships, off Long Beach and nearby, which from time to time over a period of years attempted, with brief success, to defy city, county, state and Federal authorities.

In 1927, the Police Department personnel included 155 men and women. The department is proud of its work at the time of the devastating earthquake in March, 1933. A parking lot opposite the City Hall was made the temporary location of makeshift headquarters.

#### WARTIME EXIGENCIES

During World War II, 86 men and one woman left the department to serve in various branches of the service. This meant the loss of about one-third of its pre-war personnel.

In March, May and April of 1941, all members of the department attended Police School and were indoctrinated in the operation of a security defense plan which had been developed, and which was put into effect December 7.

The department was faced with the problem of training new recruits and, at the same time, aiding the military and organizing and supervising activities of various units of Civilian Defense, in addition to its normal duties of protecting life and property. It was necessary for the police to assist in convoying personnel and war material safely to Long Beach Harbor, which became a major war-time shipping center. Thousands of trucks and many train loads of equipment passed through the city every month, without a casualty. Reports have shown that traffic casualties, and crimes as well, increased in Long Beach during the war at a rate notably below that which prevailed throughout the nation.

The Police Department's greatest period of expansion was during and immediately after the war. During the exceptionally swift growth and substantial development of Long Beach, infiltrations of the criminal element



increased the Police Department's duties, but such challenges were met courageously and effectively. Records of the department show that 11 officers have died in the line of duty, and others were crippled permanently.

The department's identification bureau has in its files, 151,029 fingerprints and 173,999 photographs, cards and other identification papers, including 55,189 property cards. Forty-two identifications of stolen property sold here were made from these records, during 1948.

Of 10,381 persons arrested here during 1947, 5,356 were charged with intoxication and 272 with drunk driving. Traffic citations issued during the year totaled 32,109. "Most recently published statistics of the Federal Bureau of Investigation indicate that Long Beach is in an enviable position as to crime," Police Chief Slaight stated in 1948. He also pointed to a 51-per cent decrease in traffic fatalities here in 1947, and the award received by Long Beach from the California Safety Council for a traffic safety record said to have been outstanding among cities of its population class.

## **Fire Department**

"Had they possessed even the simplest fire-fighting appliances their efforts to save the building might have been successful. By 2:30 the fine hotel was reduced to a bed of cinders, and coals, and the people went home, heavy-hearted because of the great loss to Long Beach."

So read, in part, a newspaper account of the destruction, the night of November 8, 1888, of the five-story, frame Long Beach Hotel, the outstanding building in the village of but a few hundred souls. The \$50,000 structure had been built just four years before, was the town's proudest possession and attracted many visitors. Apparently no efforts to organize a village fire department were made until about 1897. Major Brewster Kenyon and Fell Lightburn were leaders in such a movement at that time. A hand-drawn hook and ladder truck that carried an extension ladder, hooks, buckets and axes, constituted the equipment of that earliest group of volunteer fire fighters.

The buckets were used to procure water from the nearest available point, and filled buckets came along the line at a fast clip. The truck was housed in a building on the alley between Ocean Avenue and First Street, just west of Pine. Among the charter members was J. E. Shrewsbury, an engineer, later to become chief of the first paid department.

At a meeting in December, 1899, George I. Leonard was agreed upon as chief and Shrewsbury as assistant chief. The City Trustees rented a room for the volunteer group, for \$5 a month. On December 2, 1901, the City Trustees purchased "two fine hose carts, 1,000 feet of hose and 35 hydrants," and on May 27, 1902, "permanent organization" of the Volunteer Fire Department

was effected. J. F. Corbett was named chief but he resigned soon, and the assistant chief, J. E. Shrewsbury, succeeded him.

Members of the Volunteer Fire Department were paid \$2 for every call they "worked on," \$1 extra "if the job took more than an hour," and \$2 for attending fire drills twice a month. Before a bell tower was erected near the original hose-cart shed back of the first City Hall the bell of the old Tabernacle at Third Street and Locust Avenue was rung to sound fire alarms. An agreement was made with several men who operated transfer wagons that the first one reaching a piece of the fire-fighting apparatus after hearing the fire-bell, would be permitted to haul it to the fire and would receive compensation for the work. This created much rivalry and was the forerunner of horse-drawn equipment.

G. C. Craw, who had been assistant chief since 1903, and who was injured severely in the same crash that killed Chief Shrewsbury in 1916, became the second head of the department. When Craw retired in 1926, W. S. Minter was advanced from the post of Assistant Chief to succeed him. Minter retired on pension in 1933, A. C. Du Ree, a former Battalion Chief, succeeding him August 1, taking up the problems of reconstruction and readjustment imposed by the earthquake not quite five months before.

DuRee retired on service pension in January, 1946, and Frank S. Sandeman, thn Battalion Chief, was appointed his successor, thus becoming the fifth to serve as Chief of the Long Beach Fire Department.

Here are a few statistics from Fire Department records of a year during the service of each of the five as Chief:

- 1910—Three Fire Stations, six pieces of apparatus, two of them motorized hose and ladder trucks, first motor-propelled fire department equipment west of Denver; personnel, 17 officers and men; Chief, J. E. Shrewsbury.  
 1920—Five Fire Stations; 12 pieces of apparatus, motorized; personnel 73; Chief, G. C. Craw.  
 1930—Twelve Fire Stations; apparatus, 27 pieces; personnel, 176; Chief, W. S. Minter.  
 1940—Fifteen Fire Stations; apparatus, 38 pieces; personnel, 240; Chief, Allen C. DuRee.  
 1948—Sixteen Fire Stations; apparatus, 48 pieces; personnel, 306; Chief, Frank S. Sandeman.

Following are other comparative data from Fire Department records:

YEAR	FIRE ALARMS	FIRE LOSSES
1906.....	51	\$ 4,515
1916.....	128	27,192
1926.....	593	174,000
1936.....	982	82,183
1947.....	1,849	270,212

After the town suffered another notable loss by fire in the destruction of the Municipal Pavilion in January, 1905, the urgent need for a larger and better equipped Fire Department, maintained and operated on a full-time basis by the city, was recognized and a \$30,000 bond issue was authorized for its establishment.

Volunteer Chief Shrewsbury was a principal founder of the Municipal Fire Department, was made its Chief and continued in that post until he was killed, May 2, 1916, in a collision of department apparatus. A two-story Central Headquarters building was erected on the north end of the City Hall block; a steam fire engine, a hose wagon, a ladder truck, three teams of horses, and fire alarm boxes and other equipment were purchased. The new building was opened January 6, 1906, and a "full-time Fire Department" went into operation. Chief Shrewsbury, Assistant Chief G. C. Craw, and a few other men were put on the city payroll as "regular firemen." "Call firemen" who dropped their business activities and raced to the station or to the fire when an alarm sounded were paid for each fire answered.

The "First Annual Report" of the Long Beach Fire Department stated that in 1906 the department's personnel consisted of "eight regular members, on duty day and night, with one day off every fifth day."

The program printed for the California State Firemen's Association convention in Long Beach in 1947, contained many pictures of historical interest. Under one of them were these words: "This is the first piece of motorized fire equipment placed in service west of Denver, at Long Beach in 1907. The truck was built to order in Long Beach on a 1907 Rambler chassis."

A Fire Prevention Bureau was established in 1918. The two-platoon system was put in operation August 1, 1919, when 25 men were added, increasing the total personnel to 60. There was a further increase to 87 in 1922, "to operate six stations housing 12 pieces of mobile apparatus."

Following the 1921 discovery of oil at Signal Hill, oil field fires from time to time in the main Signal Hill area, in Los Cerritos and in Alamitos Heights required development of new means and methods for overcoming them. Explosions, blowouts, wild wells and fires in the field called for both ingenuity and courage.

The March 10, 1933, earthquake gave the Department its greatest test. Stations 1, 5, 7 and 9 were demolished, and others damaged, two men, Fireman P. W. Forker and Lieutenant A. Stephens, being injured fatally by falling walls at Station No. 1, and others injured. Despite extraordinary handicaps, the department successfully fought threatening fires at Polytechnic and Franklin Junior High Schools, in the oil field and elsewhere.

Aid was rushed here from Los Angeles and many other cities. Fire Chief Minter, Assistant Chief George Jewell and the Fire Prevention Bureau occu-



pied quarters in the Loynes Garage, 241 Chestnut, shortly after the temblor. Station No. 1 was housed temporarily in a circus tent put up on a nearby lot, later being removed to the original station site, where a temporary frame building was moved in for living quarters. Another circus tent sheltered Station No. 9 on its original site after the wreckage of that station was cleared away. Stations 5 and 7 moved into garages in the rear. Fifteen years later, a \$67,000 station for No. 5 was built and put into service at 3500 East Anaheim. New quarters for Station No. 1 were procured at 341 Pacific after the quake.

The annual report for 1933 showed a new high number of fire calls, but loss determined as due to fire was only \$130,683.

In 1935-36, four bureaus,—Fire, Fire Prevention, Maintenance and Fire Alarm—were set up, to constitute what thenceforth was to be known as the Division of Fire, Department of Public Safety. A new Assistant Chief was named. He was former Battalion Chief C. M. Kreider.

Installation of radio equipment was a big forward step in the department's service during the latter 1930's. In 1941, the department assumed operation of all emergency ambulances in the city.

World War II and the accompanying mushroom growth of wartime industries suddenly added new responsibilities of major importance to those already borne by the Fire Department and were handled capably, despite the entrance of 67 of its men into the armed forces. Assistant Chief W. E. Mueller and Captains M. M. Clement and H. Lucas were assigned to organization and training of an Auxiliary Fire and Rescue Service. Older men were hired on a provisional basis as substitutes for firemen who had entered war service.

Long Beach's first fireboat, placed in operation May 8, 1942, was pressed into anti-sabotage patrol until that work was taken over by the Coast Guard. A fire station, needed because of the increased hazard of crash fires, was opened at the Municipal Airport, housing a high pressure fog apparatus equipped to take care of aircraft fires.

Chief Sandeman, who began a program of modernizing the department with equipment unavailable during the war, obtained a budget totaling \$1,146,000 for 1947-48, and a 1948-49 budget of \$1,254,481, of which \$127,916 was for additional personnel and new equipment.

The most serious fire to date in the Long Beach Harbor area swept Berths 51-52-53-54 in December, 1945. Chief Sandeman's report stated that 1,200 men were used in suppressing that three-day blaze, beside 12 engine companies of Long Beach and fireboats from San Pedro and the Coast Guard, "our own being in drydock at the time." "This fire emphasized the need for an additional fireboat," he said. "Waterfront installations are large enough and of sufficient value and importance to warrant more than the one fireboat we have."

He repeated that warning, with still greater emphasis, after the explosion of the oil tanker Markay, and the resultant fire, in Los Angeles Harbor in June, 1947, which took a toll of 12 lives and destroyed property valued in the millions.

## **Police and Firemen's Pensions**

A city charter amendment providing a pension system for members of the Long Beach Police and Fire Departments was adopted by Long Beach citizens in 1925, four years after a pension fund enabling act had been written into the charter.

On November 7, 1944, the pension system was repealed, by a vote of 40,119 to 34,263, and a proposal that steps be taken to establish some other pension plan was defeated, at the same election, by 43,529 to 27,732.

At that time, 101 police officers and firemen had retired on pensions, but "accrued and unpaid pensions" totaled \$136,000, pensions having been paid only through December, 1943. The pension system had been criticized as "impractical, inequitable and unworkable." Following the repeal vote, March 22, 1945, was set as the date for the system's "expiration." Long Beach was to learn, however, through court decisions, that March 22, 1945, was merely a date after which new members of the police and fire department could not begin to qualify for pensions under the terms of the old system.

Besides continuing pension payments to department members who had retired on pension before the repeal, the city is liable, the courts have held, for payment of like pensions to all persons who were employed in the Police and Fire Departments before the repeal and who continue in such service until they have complied with the old system's requirements.

The monthly pension payroll had increased to \$31,000 in April, 1948, and city officials and private attorneys estimated the city's eventual aggregate outlay under all the provisions of the pension system which had been repealed but still was very much alive at "\$15,000,000 or more."

### **"CONTRACTUAL OBLIGATION"**

Joseph Ball and Kenneth Sperry, Long Beach attorneys then representing 327 Police and Firemen's pension claimants, stated early in 1948 that they had "succeeded in establishing a principle of law never before decided in any court in the United States, namely, that the promise of a governmental agency to pay pensions was a contractual obligation in the way of additional compensation for services, which, when once promised, could not be withdrawn."

One section of the 1925 amendment provided that police officers and firemen would be entitled to pensions after 20 years' aggregate service in

either of those departments. A second section provided for retirement of police officers and firemen disabled in the line of duty. A third provided a pension for widows and dependent children of department members who died of injuries sustained or sickness incurred in the line of duty, and for widows and dependent children of other police officers and firemen who had been pensioned.

In 1931, Long Beach voters approved another charter amendment providing for a pension fund into which police officers and firemen would contribute two per cent of their monthly salaries and the city would contribute an amount equal to two per cent of the monthly payroll.

Pensions granted under the system were to start at 50 per cent of the salary paid the office or position held by the department member at the time of retirement. The amount would increase as the pay for that position increased. An additional payment of one and two thirds per cent for each year of employment over the 20 required for retirement also was provided.

In 1936, the Superior Court ruled that the city owed the fund \$139,000 because of failure, from 1925 to 1931, to apportion to it two per cent of the tax levy. But a charter amendment proposing a special tax of seven cents per \$100 assessed valuation, to raise that amount, was voted down on May 9, 1939. "It was the opinion of city attorneys from 1931 to 1945 that the obligation of the city to pay pensions was limited by the amount of money in the pension fund, and, as a result of this interpretation of the law, pension payments were almost three years in arrears in 1945," Attorney Ball stated.

#### RULINGS FAVOR PENSION CLAIMANTS

Members of the Police and Fire Departments had retained Sperry and Attorney James C. Webb to have the obligation of the city determined in court, and retired pensioners employed Ball to represent their interests. In the case of Hiram W. England against the city, seeking to compel payment of past due monthly pension amounts, the District Court of Appeal held that the city's obligation was limited to the size of the fund. The State Supreme Court later ruled that the pension was a city obligation and not measured by the size of the pension fund. Repeal of the city's pension plan was voted while this litigation was in progress.

Judge Harold Jeffrey ruled in May, 1945, that the repeal had not affected the city's obligation to pay the pension to members of the Departments who had spent more than 20 years in the service.

A Supreme Court decision that the city's obligation to each of the men who had entered the department service prior to the date of repeal was a contractual obligation not affected by the repeal preserved to all active members of the Police and Fire Departments who were members prior to repeal the



right to continue service and acquire pensions at the end of the specified period of service.

In subsequent cases, it was decided that the repeal had no effect upon the rights of widows of retired pensioners, or the pension rights of dependent children of pensioners who had died.

In the Spring of 1948 a ruling was obtained that time spent in military service should be counted in determining the aggregate period of service in either department required for a retirement pension. This decision affected 120 members of the city's Fire and Police Departments.

Still another decision affirming "vested rights" in the Fire and Police pensions was announced in July, 1948, by the Appellate Court in the case of Holt vs. the City of Long Beach. Holt, a policeman, suffered injuries in the line of duty in 1942, and retired in 1944. On the ground that he had not filed his pension petition before he terminated his city employment, the Superior Court denied him a writ to force payment of his pension. The Appellate Court reversed that ruling.

## **XIX**

### **BUSINESS AND CIVIC ACTIVITIES**

#### **Retail Trade Huge**

Statistics on retail sales in Long Beach—like statistics on population, bank debits, building and other indices of community development and progress—show large post-war increases.

A Chamber of Commerce report early in 1948 stated that Federal Census data and the publication "Sales Management" give the following retail sales totals within the city of Long Beach:

In 1939, \$85,833,000; 1944, \$233,504,000; 1945, \$237,513,000; 1946, \$315,622,000, and 1947, \$406,795,000.

Retail sales in Long Beach in 1929 totaled \$78,252,000; the "depression low" in sales was the \$63,181,000 total of 1935. The 36 per cent jump upward from 1935 to 1948 was significant of the soundness of the foundation upon which Long Beach has grown.

Long Beach is a notably attractive center for retail buying and also for high class professional and trade services. The city has down-to-date, well planned and well stocked stores and shops. Patrons interested in fashion's latest and the best in any line of merchandise are not disappointed.

Numerous modernly-designed retail stores have been erected in the city's various business districts, downtown, uptown, in Belmont Shore and elsewhere, Lakewood and other adjacent areas included; other store buildings have been enlarged and many commercial buildings are now under way or planned for early construction.

Permits issued for commercial buildings in 1947 numbered 248, and increasing activity in 1948 in commercial and industrial building seems to confirm the prediction by Charles Morgan, City Superintendent of Building, that "this will be the next great phase of post-war construction."

Long Beach has so much to offer in merchandise and in service, is such a delightful place to visit for both business and pleasure, and is so conveniently accessible by excellent highways that the volume of Long Beach trade from numerous nearby communities has increased continuously and by rapid strides.

The first "general store" here was established in 1884 by W. W. Lowe, former Nebraska businessman, who came from Los Angeles in a buggy to see

the new beach village, stayed over night and "slept so much better" here that he made this his home. He bought two Pine Avenue corners at Ocean Park Avenue (now Ocean Boulevard), and became the town's first postmaster. Mrs. Lowe suggested Long Beach as the "new name" for Willmore City in 1884.

In November, 1882, nine cottages, "either completed or in process of construction," constituted the Willmore City settlement. But "only about half a dozen families seemed to have remained at the townsite during the winter," Miss Jane Harnett, early Long Beach historian, added. In June, 1885, the Los Angeles Express said there were "13 business blocks" among the "grand total of 69 buildings in Long Beach."

The Los Angeles City and County Directory for 1886-87 gave Long Beach extended notice and included 21 names in its "business directory."

The first two-story brick building in the town had been built shortly before. That was the home of the "general store" of W. H. Nash, at the southwest corner of Pine Avenue and Second Street (now Broadway). That corner is the location of Buffums', the city's oldest department store and the outgrowth of the business bought by C. A. Buffum and E. E. Buffum from Schilling Brothers in 1904.

## **Newspapers**

Emphasis on Long Beach news was a promise made and fulfilled by Amos Bixby and H. W. Bessac, "publishers and proprietors" of the Long Beach Journal, first newspaper published in the community. In its initial issue, which was dated January 27, 1888, was an announcement of the Long Beach incorporation election set for January 30, and informative and optimistic articles about Long Beach and Los Alamitos, which were west and east, respectively, of Alamitos Avenue. Ironically, that issue had to be printed in part in Los Angeles. History records that the Journal's press "broke down" during the run. The forms were sent to Los Angeles, and a new press was ordered from San Francisco.

The second issue of the weekly Journal, a seven-column four-pager, reported the successful result of the incorporation election. The total vote cast was 106, only three persons voting "No."

Five issues of the American Colony Enterprise had been printed in Los Angeles in 1882, and another late in 1883, for William E. Willmore, to promote sales of real estate in the American Colony Tract and in the Willmore City townsite, surveyed in the fall of 1882 and renamed Long Beach two years later. The first dwelling in the Willmore City area was not built until late in 1882, and there was no printing plant here before Bixby and Bessac established the Journal.



Bessac's partnership in the Journal lasted two months. Bixby, a brother of Jotham, continued in control of the paper, with his son, Charles F. Bixby, serving as editor, until June, 1890. Charles M. Drake then purchased the weekly and changed its name to the Breaker. Drake also reduced its size to a five-column folio.

It was published by him until January, 1891, when he leased to F. H. Rogers, editor, and Clinton Elwood, printer. The lease was taken over by H. A. Yarnell six months later, and on July 9, 1892, William Galer bought the plant from Drake.

The Breaker, under Galer, kept up an enthusiastic job of advertising itself and the community, as is evidenced in copies which have been preserved. Long Beach became a town with two newspapers in October, 1893, when Robert M. Lynn established the Eye, which started as a weekly, but later, for a limited period, was the town's first daily.

On September 17, 1897, a third newspaper was started in Long Beach. This was the Press, published by John Palmer and F. R. Smith. The town then had a population of about 2,000. The Press started as a semi-weekly and its plant was located on the north side of First Street between Pine and Locust Avenues. Within 30 days its founders absorbed both the Breaker and the Eye, and continued the twice-a-week publication of the Press.

Another semi-weekly, the Tribune, was founded May 26, 1898, by T. W. Lincoln. A copy of the Tribune of July 1, that year, bore the name of B. L. Bourland, editor and proprietor, and Miss Margaret A. Bourland, "assistant editor." Sixteen months later the Tribune's name was changed to the Pacific Tribune, and it became a weekly, with J. S. Dillon as editor and proprietor. In the latter part of 1900 it became a daily.

Changes in the ownership of the Press took place about the same time. Palmer and Smith disposed of the property to James A. Miller. In October, 1902, Captain A. C. Malone joined Miller in the ownership of the Press and the business was incorporated under the name of the Press Publishing Company, in which some 40 business and professional men of the city were stockholders.

The transaction resulted in converting the Press into a daily on November 3, 1902, when Long Beach had a population of about 4,000 persons. Miller and Malone eventually bought in the stock held by others and Malone subsequently acquired Miller's interests. Malone continued as head of the Press until December, 1905, when C. L. Day and J. P. Baumgärtner became the owners.

The Long Beach Telegram entered the field as a daily on December 26, 1904, with F. C. Roberts as editor, A. N. Francisco as directing head and F. W. Stowell as manager. On February 1, 1905, J. J. Penny bought out Stowell and

became manager. Roberts and Penny gradually acquired the interests of other stockholders and by 1907 were the sole owners.

The Tribune became the property of Frank F. Merriam in 1906. A short time after he assumed control, Merriam changed it from an evening to a morning paper, published daily except Monday. The Tribune was the first paper to publish on Sunday in Long Beach. The last issue of the Tribune was that of September 7, 1907, Merriam having merged it with the Press.

The Press had moved, in 1905, to quarters at 124-130 East First Street, just east of the Telegram's location in the Coughran Building.

W. F. Prisk, present publisher of the Press-Telegram, began his long and noteworthy Long Beach newspaper career in 1911, when he and his brother, Charles H. Prisk, and A. J. Hosking bought the Press from Day and Baumgartner. W. F. Prisk became the directing head of the property. Later, W. H. Hosking, brother of A. J. Hosking, became business manager.

A small Saturday publication, the Weekly Mirror, appeared regularly from April to the Fall of 1914. R. A. Oldfield was the owner.

In 1921, the Press moved to temporary quarters on East Broadway. Two years later the Press occupied another location in the 400 block on Pine Avenue, while its new plant at Sixth and Pine was being erected. In 1920 the Telegram moved into its own plant at 333 Locust Avenue.

The Press and Telegram were merged as the Press-Telegram in September, 1924, with W. F. Prisk its editor-manager and president of the Press-Telegram Publishing Company.

The Long Beach Daily News, founded on March 5, 1923, the first newspaper in the city to hold an Associated Press franchise, was absorbed by the Telegram in September. Thus the Associated Press franchise was acquired by the Telegram and later went to the Press-Telegram.

On April 1, 1923, the Long Beach Sun entered the field as a morning daily. Its plant was located on Solano Court, just off First Street, between Pine and Pacific Avenues. The Sun was taken over by Ira C. Copley in 1928. He erected a building on the south side of Third Street between Locust and American Avenues. The new building was occupied on August 30, 1930. On March 1, 1932, the paper was affiliated with the Press-Telegram Publishing Company and the Sun was moved to the Sixth and Pine location.

Charles W. Paddock became business manager of the Press-Telegram Publishing Company in 1933, after the death of W. H. Hosking, and retained the position until his death in 1943, in an airplane crash when he was a Captain in the Marine Corps. Neva Prisk Paddock is vice-president of the corporation, and S. S. Conklin is secretary-treasurer and associate manager.

Publication of the morning paper was discontinued December 30, 1944, at which time announcement was made of expansion plans for the combined

Press-Telegram and Sun, including the construction of a three-story addition and purchase of a new high-speed Goss press, to be delivered when conditions made that possible. Subsequently the "Sun" was dropped from the name of the publication.

Midyear in 1948 the press, complete with electric controls and multiple color attachments, was installed and in operation. Four editions of the Press-Telegram were being produced each week-day and two on Sunday morning.

At the same time another addition, four stories in height, and covering the only portion of the publishing company's quarter-block not previously occupied, was nearing completion. The Press-Telegram now has some 400 full-time employees. About 950 carriers deliver the newspaper within the city and the total number of carriers in the entire area served by the newspaper is about 1,400.

In 1921, Mr. Prisk conceived the idea of raising an annual Press-Telegram Christmas Cheer Fund, whereby children of impoverished homes might be assured a happy Yuletide. The undertaking, which enlisted the voluntary co-operation of hundreds of citizens, was discontinued in 1942. Records show that the total of all contributions thus received and paid out during the years, 1921 to 1942, was \$136,222.

In 1941 and 1942, respectively, Mr. Prisk gave to the American Red Cross \$2,042 and \$1,118, thus utilizing what was left on hand from the discontinued Christmas Cheer project.

The Long Beach Independent, founded by Walter R. Martin, John A. Alford and W. Ward Johnson, started as a semi-weekly, free distribution newspaper, February 1, 1938. In September, 1939, the Sunday News-Signal was purchased and merged with the Independent, the latter being published thrice weekly thereafter, until September, 1943, when it was put on a six-day publication schedule. In September, 1947, the seventh day was added.

Lawrence A. Collins had become publisher and editor of the paper and the sole general partner in the Independent, which is organized as a limited partnership. The other partners, as of May, 1948, were W. Ward Johnson, John A. Alford, Harold Blythe and J. Walter Martin.

## **Transportation**

On October 23, 1869, the first railway line in Los Angeles County was completed from Los Angeles to Wilmington. Thirteen years later, the town-site map of Willmore City (Long Beach) was recorded.

That new railroad made it possible for the new seaside village here to be "connected with the outside world," as was advertised proudly. The connection



was by way of Thenard Station, near Wilmington, also known as "Willmore Junction."

Cars, first drawn by horses and later by a primitive steam engine, operated between Willmore City and the junction. On February 20, 1888, the Southern Pacific Railway Company began operating trains into the little town. The Southern Pacific succeeded the crude "Get Off And Push" Railroad, as the American Colony Railway Company's line was known. (Note: A brief history of this line is given in another article.)

The Southern Pacific extended its trackage east on Second Street (Broadway) to Alamitos Avenue. Captain C. T. Healey, surveyor of the original townsites in Long Beach, had a plan for building a railroad line into Long Beach by way of Alamitos Avenue prior to the time that a franchise for the Los Angeles Terminal Railway through Long Beach was obtained. The Terminal line largely followed the route which had been proposed by Captain Healey.

St. Louis capitalists, who had acquired Rattlesnake (Terminal) Island acreage, were back of the Los Angeles Terminal Railway project. The line entered Long Beach by way of California and Alamitos Avenues and extended thence west on Ocean Park Avenue and across a bridge to Terminal Island.

The franchise for the construction of the railroad was granted by the City Trustees of Long Beach, in April, 1891, and the action was followed by the firing of the municipal cannon, bonfires, and a torchlight procession. There was another celebration that November when the line was completed. A "golden spike" was driven, making the final rail connection, on Ocean Park Avenue, between Pine and Pacific Avenues.

The Los Angeles Terminal Railway became a part of the Los Angeles, San Pedro and Salt Lake Railroad (called the Salt Lake Route), which subsequently became a part of the Union Pacific System.

Efforts to remove the Salt Lake from the downtown streets began in 1911, and a proposed \$900,000 bond issue to provide the railroad—then the Union Pacific—a new right of way north of the city received a majority but not the two-thirds vote required, in July, 1926.

In 1930 the Union Pacific agreed to accept \$240,000 from the city and a cutoff line was built on the north side.

Tracks were removed from Alamitos Avenue and Ocean Boulevard and steam railroad passenger train service into Long Beach ended. Tracks of the Southern Pacific had been removed from Broadway in 1921.

Both the Southern Pacific and Union Pacific, however, maintain freight operations in the Harbor District, as do the Santa Fe and Pacific Electric.

The Pacific Electric's \$1,000,000 line from Los Angeles into Long Beach was completed in 1902. The first official car was run over the new line on



#### EARLY TRANSPORTATION FACILITIES

Top, "Get Off and Push" Railroad of 1880's. Center, Terminal Railway Train at Ocean and Pacific, 1897. (Public Library and C. N. Andrews Photos).





July 3, 1902, and the following day a huge Fourth of July crowd came into the city. This interurban electric line still is in operation in 1948.

Several local electric lines were built within a few years after establishment of the Los Angeles-Long Beach service. Various lines were extended, and new ones constructed, from time to time and by 1927, the Pacific Electric had more than 30 miles of tracks within the city limits.

After years of efforts on the part of city officials and officials of the Santa Fe Railway, the Interstate Commerce Commission, in June, 1945, authorized the Santa Fe to enter Long Beach Harbor and to build a two-mile extension from the Wilmington district of Los Angeles Harbor for the purpose. The extension was postponed due to wartime shortage of materials and an agreement was worked out between the Santa Fe, Southern Pacific and Pacific Electric for the joint use of tracks belonging to the Southern Pacific and Pacific Electric.

Long Beach was the first city in California where auto bus or "jitney bus" operation was established and perhaps the first city in the United States in which the running of auto busses was launched and maintained as a business of any extent and permanency.

The first franchise for operation of a bus line on the streets of any municipality was sold here, on November 26, 1916, to Ray Julian and associates, who formed the Long Beach Transportation Company. It was a 10-year franchise and provided for payment annually of three per cent of the gross receipts to the city, and for bus operation on Fourth Street and Atlantic Avenue, with a five-cent fare.

An ordinance regulating independent operation of the "jitneys" had been adopted in Long Beach on October 24, 1914. Four years after the first motor bus franchise was sold, John H. Betts paid \$21,000 for a franchise to operate busses on Ocean Boulevard and Tenth and Anaheim Streets, agreeing to pay the city five per cent of the annual gross receipts. The Long Beach Transportation Company in 1926 sold its equipment to the B. & H. Company, who later sold to the Lang Transportation Company.

On February 28, 1930, a 15-year franchise for seven bus lines was granted to the Lang Transportation Company. The company agreed to a minimum rate of five cents and a maximum fare of seven cents, and also to pay the city \$1,000 annually. A referendum vote on May 13 killed this franchise.

Operation of the lines was continued under permits until 1931, when, on January 1, a 10-year franchise was granted the Lang concern. In June, 1934, a superseding franchise was granted, to run until 1941 and providing for payment of \$25,000 cash and \$2,000 annually.

City transportation was unified in 1940 under a plan whereby local routes of the Pacific Electric were taken over under a superseding franchise granted to the Lang Corporation. A city-wide five-cent fare with universal transfers

was made available, and a two and one-half cent fare for school children.

National City Lines, Inc., purchased the Lang transit system in June, 1946, at an announced price of about \$2,500,000. The company operates here under the name of Long Beach City Lines.

Reroutings and new schedules were put into effect by City Lines, and new equipment, including a number of large Diesel-powered busses, were placed in service. An application for a seven-cent fare made by the Lang Company was granted the City Lines concern within a few days after the latter company took over.

During 1947 the longest major bus strike in the nation's history took place in Long Beach. The strike lasted just one day short of eight weeks. All 90 schedules of City Lines were back in normal operation August 7, following an agreement between the company, city officials and the company's employees, the fare being increased from seven to ten cents. The increase became effective August 30. School fares were increased from three and one-half cents to five cents.

On December 22, 1947, a new contract was signed by union bus operators and the company, giving the drivers \$1.35 per hour, one of the highest scales for such work in the nation. The contract runs until July 1, 1949.

Long Beach has well-regulated taxicab service, all taxis now operating under meter systems. Another essential phase of transportation is found here in modern van and transfer services and storage facilities.

Since early days of its history, Long Beach has been interested in traffic safety. A speed limit of eight miles per hour for horse-drawn vehicles, bicycles or "any other vehicle," was fixed by city ordinance in 1904. Rules for automobile parking were in traffic statutes of 1912.

Long Beach was the first city on the Pacific Coast to place parking meters on its streets, the first being installed on November 28, 1936. There were 1123 parking meters in the city the first part of 1948, with each meter earning an estimated \$8.80 a month for the city, according to Police Department figures.

Civic interest in traffic safety resulted in the organization, in 1936, of the Long Beach Traffic Safety Council. A city traffic engineer now is employed on a full-time basis.

In 1938 the State Department of Motor Vehicles designated Long Beach as the "safest" city in its class in California. Traffic deaths here in 1941 were fewer than in any other year since 1930. In 1948, the California Safety Council placed Long Beach first in the list of cities honorably mentioned for 1947 accomplishments in street safety. The number of deaths in traffic in Long Beach decreased from 51 in 1946 to 25 in 1947, and the number of pedestrians killed in traffic decreased from 32 to 12.

## **Municipal Airport**

Daugherty Field (Long Beach Municipal Airport), 748 acres in area, is considered by many to be the finest airport in Southern California from an operational standpoint.

Its five concrete runways in operation, all in excess of a mile in length, its administration building facilities and accessibility to trucking make it ideal for use as an air freight terminal.

In 1948, Glenn L. Arbogast, City Director of Aeronautics, was considering long-range plans for development of air freight facilities. Negotiations with several major United States air freight lines for use of the airport were under way.

Two scheduled air lines, Western and United, provided connections for passengers from Long Beach with any spot on the globe. Western Air had inaugurated the first air line operation from Daugherty Field in 1936. Among other lines operating from the field in 1948 were two whose amphibian planes flew from various Southern California airports to the bay at Avalon, Santa Catalina Island.

During the past year the Civil Aeronautics Administration has installed the latest type of instrument-landing system at the field. Air line planes forced out of other fields by weather conditions use Long Beach Municipal Airport as an alternate terminal.

At the municipal field in 1947, there were 472,173 landings and take-offs, of which three per cent were by air lines, 22 per cent military, and 75 per cent civilian. During 1947, 50,782 passengers, 151,713 pounds of air express and freight and 188,767 pounds of air mail were handled at Daugherty Field.

The investment in the Municipal Airport to date exceeds \$6,000,000, of which about \$2,000,000 was provided by the Army during World War II and large amounts were expended by WPA.

"The first aviation meet in America," held in January, 1910, at Dominguez Junction, near this city, had a notable effect in spurring Long Beach interest in "aeroplanes" and flying. That historic event and a second air meet at the same field a year later brought to this area the most famous fliers of that pioneering era of aviation and particularly inspired two Long Beach young men, who obtained licenses as pilots in 1911 and became widely known as aviators.

They were Earl Daugherty, in whose honor the Municipal Airport was named, and Frank Champion. Daugherty was a leader in the development of aviation in Long Beach until his death in the crash of his biplane, just north of the airport, in 1928.

On December 10, 1911, Calbraith Perry Rodgers completed on the beach here the first transcontinental airplane flight in history. He had started



from Sheepshead Bay, New York, September 17. While thousands on the bluff and beach here awaited Rodgers' arrival, Daugherty, with Champion and Beryl Williams, in what is believed to have been one of the world's first formation flights, met the transcontinental aviator and escorted him to the designated landing spot at the water's edge. Rodgers fell to his death on the west beach here, April 3, 1912.

During World War I, Daugherty served as a military aviation instructor at San Diego. In May, 1919, he opened the first flying field in Long Beach, called Chateau Thierry, at Long Beach Boulevard and Bixby Road. In 1921 the field was moved to Long Beach Boulevard and Willow Street.

Early in 1924, Daugherty was influential in convincing city officials that a municipal airport was needed in Long Beach. Eighty acres of Water Department land were made available for such a purpose. This marked the beginning of the present airport. During that year the city's first Aviation Commission was formed. Daugherty was one of its three members. In 1927, the city appropriated \$25,000 for constructing hangar and administration buildings for a Naval Reserve Aviation Base on Cherry Avenue, north of Spring Street, which were completed the next year.

All Naval activities were removed from this field in 1942 upon the completion of the Los Alamitos Naval Air Station, which was built east of Long Beach by the Navy.

In 1929, the Long Beach Airport also became the location of an Army Reserve Air Base. The city provided a site near the southeast corner of the Municipal field and a \$43,000 steel and concrete hangar was built. This is now the site of the Long Beach Air Reserve Training Detachment.

In 1929, Frank Hawks, Long Beach Polytechnic High School graduate, broke all records for a flight from Los Angeles to New York and back, making the round trip in 36 hours. During the same year, Mrs. Gladys O'Donnell, Long Beach aviatrix, won every event in which she competed at the Cleveland National Air Races. Mrs. O'Donnell is now chairman of the Long Beach Aviation Commission.

Also during 1929, Clyde Schlieper and Wesley Carroll took off from the Marine Stadium in a tiny seaplane, and flying between Long Beach and Muroc Dry Lake, kept in the air for 30 days to set a flight endurance record that never has been broken.

In 1939, the aviation committee of the Junior Chamber of Commerce took the lead in a drive for substantial expansion and improvement of the airport. After extended research, a plan quite similar to that of the present airport was completed and approved.

A start was made on June 1, 1940, toward carrying out a major plan of expansion as a WPA project. The total cost of the project was then estimated

at \$1,912,750, of which the city's share was to be \$1,131,688, including a land-purchase credit of \$352,158. The figures were revised due to the national emergency.

On August 1, announcement was made that the Air Transport Command wished to establish a Ferry Command base on the field. The Civil Aeronautics Administration assumed control of the airport and airport traffic when war was declared. Later, the Army removed all private flying from the field for the duration of the emergency and leased all privately owned hangers and facilities.

Throughout the war the only commercial activity on the field was that of air lines. All major air lines made it a regular stop and were engaged mainly in returning Ferry pilots to their home base.

Since relinquishment of use of the airport by the Air Transport Command, Daugherty Field has become headquarters for Air Force Reserve training in Southern California. Col. Claude E. Duncan is present commanding officer of the base. Reserve flying training, which began in September, 1946, with only a handful of personnel and aircraft, has grown until this is one of the largest reserve training detachments in the United States.

In addition to air line operation and Air Force training, the airport is widely used by commercial operators and private fliers.

Plans for development of a new parallel runway system with the co-operation of the Civil Aeronautics Administration also were under consideration in 1948. As proposed the new system would make 80 per cent of the field available for use by aircraft, instead of the present 20 per cent. The airport now has parallel east-west runways, parallel north-south runways and a north-west-southwest runway more than 7,000 feet in length. The one last mentioned has been equipped with the latest type navigational aids and landing devices and is utilized as an instrument runway. Also under study were plans for enlargement of the \$175,000 Administration Building completed by the city shortly before the Japanese attack on Pearl Harbor. The structure, designed to house mail, administration, air line, weather and governmental offices, was reported entirely in use.

## **Chamber of Commerce**

"Chamber of Commerce" activities in Long Beach may be said to have begun in 1891, although the organization formed in that year was christened "Long Beach Board of Trade." The present name was adopted in 1906 as one better suited to the membership and objectives of the civic group. First president of the Board of Trade was Thomas Stovell, a member of the first Long Beach Board of City Trustees, and William Sweeny, who helped survey the Long Beach and Alamitos Beach townsites, was its first secretary.

Under the leadership of P. E. Hatch, the Board of Trade re-organized in 1898. December 24 was designated by the board as "general clean-up day" in Long Beach, and such it proved to be. The group indorsed bond issues, voted January 21, 1899, which provided \$9,000 for a Long Beach City Hall, \$4,000 for a public pavilion, and \$4,750 for park improvements. Because of the activity of the board's election committee, a total of 303 electors went to the polls—the largest number to vote in Long Beach up to that time. Aside from Mr. Hatch, among those identified with the Board of Trade in those early days were Dr. L. A. Perce, J. A. Miller and Rev. Sydney C. Kendall, who, in 1903, became its first paid secretary.

In 1909, a "new Chamber of Commerce movement" was launched, with a reported membership of ten at its inception. Meetings were held in the Public Library. Later, headquarters were established in the old "Salt Lake Depot Building" on the bluff, west of Pine Avenue. In 1920, the organization erected the building now housing the Municipal Servicemen's Club. The Chamber relinquished that building in 1935. Since 1940 its headquarters have been in the Wilton Hotel.

In 1934, the organization had about 600 members, according to William R. Maxwell, membership secretary. By 1945 it had 1,646 members, and in 1948, the number had increased to 3,115. The budget of the organization, he stated, was \$28,000 in 1946 and boomed to \$87,000 for 1947.

The Chamber supported harbor bond issues when the port required such financing, and also has been alert and active in behalf of business, industrial, educational and other developments which have marked the rapid progress of Long Beach.

Expediting the war effort was the chief aim of the Chamber of Commerce from 1941 to 1945. Businesses and industries were aided in interpreting Government regulations. A War Production Board office was established in the civic body's headquarters. Among problems and projects to which the Chamber of Commerce has given special attention during post-war years are: flood control, construction of bridges and a sewer system trunk line; the Santa Fe Railroad's entrance into Long Beach, a beach development program, the extra census, which proved a large, new gain in population; civic center proposals, Harbor District oil fund expenditures and the Palm Beach Park oil development procedure.

Another longtime project met with success when the name of Long Beach was given to all Naval Base units within this city. Moreover, establishment of a retarding dam at Whittier Narrows, favored for years by the Chamber, was assured by the passage of an initial appropriation by Congress.

Statistics on many phases of Long Beach development and activity have been procured and made available by the Chamber. Many data were obtained



for this Community Book from its records and members of its staff.

The scope of the organization's activities is indicated by the many fields to which its standing committees are assigned. The list follows: Armed Services, Aviation, Civic Planning, Construction Industries, Education, Executive, Harbor, Highway, Industrial Development, Industrial Relations, Membership and Finance, National Affairs, Oil, Parks and Recreation, State and Local Affairs, Taxation, Traffic and Transportation, and Water.

Since 1912, presidents of the Chamber of Commerce have been elected as follows: B. F. Tucker, 1912; W. H. Reider, 1913; J. A. Rominger, 1914; W. H. Wallace, 1915; C. J. Curtis, 1916; P. E. Hatch, 1917; Charles F. Van de Water, 1916; R. A. Nickell, 1919; Charles F. Van de Water, who resigned during 1920 because of election to Congress; C. B. Mullaly, who also resigned in 1920, and was succeeded by C. A. Buffum; Charles S. Henderson, 1921; Dr. Frank C. Renfrew, 1922; C. C. Lewis, 1923; Henry F. Burmester, 1924-25; James K. Reid, 1926-27; I. M. Stevens, 1928-29; John H. Chamness, 1930; Paul C. Graham, 1931; Bruce Mason, 1932; Captain Robert Henderson, U.S.N. (Ret.), 1933-34-35; Captain James W. Hanbery, 1936; Charles S. Henderson, 1937; George A. Hart, 1938; Fred E. Hardiker, 1939; Camden R. Horrell, 1940; Richard Loynes, 1941-42; Graydon Hoffman, 1943; William S. Grant, 1944; John P. Davis, 1945; John H. Mead, 1946; George P. Taubman Jr., 1947, and Clarence E. Scott, elected September 1, 1948.

The 1947-48 officary included also Llewellyn Bixby, Jr., and Bill Barbee, vice-presidents; H. B. Galbraith, treasurer; D. W. Campbell, general manager, and Leopold L. Wilder, secretary. Vice-presidents for 1948-49 are Clint T. Furrer and Earl B. Miller.

The late I. R. Hall, a director in 1915-1920, was credited with successfully urging the city's first participation in the Pasadena Tournament of Roses parade. Moreover, the Long Beach float won high honors. Since that time this city has won many other Rose Tournament awards, the "grand sweepstakes" included.

In the early 1920's, the Chamber staged large "Industrial Expositions" and in 1928 sponsored the Pacific Southwest Exposition, which was recognized in an Act of Congress and attracted about 1,100,000 admissions to the six-acre Harbor District Exposition grounds from July 27 to September 5. More than 20 foreign nations participated.

## **Junior Chamber of Commerce**

The Long Beach Junior Chamber of Commerce, originally named the "Young Men's Division of the Chamber of Commerce," has been a notably active group throughout its history. It also has been a consistent winner of

high awards, both national and state, for outstanding Junior Chamber of Commerce service and achievement.

The organization had 167 members when Rolland Hawk became its executive secretary and manager, May 20, 1938; its membership totaled 1,300 on May 20, 1948. In 1940-41 and again in 1947-48, the Long Beach group won the Henry Giessenbier Memorial Award as the outstanding Junior Chamber in California. In 1941-42, it received five of the 22 first place national awards given by the United States Junior Chamber of Commerce, when its membership-building plan was rated above all other "Jaycee" projects. The Long Beach "project for aviation development" won national and state "firsts" in 1947-48. Also won were four other first-place and two second-place state awards. In nine years of "publications" competitions, the State Convention has given the Long Beach group eight first awards, while from the National Convention were received two firsts, two seconds and three third-place awards.

In 1946 the Junior Chamber sponsored and financed two campaigns for a Memorial Stadium. The proposed bond issue of \$550,000 was authorized at the second election. As stated in an article on building activities, elsewhere in this volume, consummation of the Stadium project, at a cost much greater than originally estimated, appeared in 1948 to be near. In 1947, the Junior Chamber was voted a first award for its effort to fill that "long-felt civic need."

The twenty-fifth national convention of the United States Junior Chamber of Commerce was held in Long Beach June 9-15, 1947, with 2,045 delegates present, representing 288 organizations. Men nationally known in affairs of government were among the speakers.

A Port-O-Trade Exposition, June 13-22, sponsored by the Junior Chamber with the co-operation of the Board of Harbor Commissioners, attracted thousands of visitors to a huge and brand new transit shed at the Port of Long Beach. The event called wide attention to harbor and industrial developments in this area. Delegates to the National Convention were entertained at the Exposition and on a boat trip through the harbor. The State Junior Chamber convention will be held here in 1949 for the second time.

Long Beach Junior Chamber projects in 1948 included the development of a scale model of a "Long Beach of the future," showing "how the city could be redeveloped" under planning which would eliminate assertedly unsatisfactory conditions. Eight graduate students in architecture at the University of Southern California constructed the model, City Planning Director Werner Ruchti observing the work's progress. Another 1948 project was a movement seeking establishment of an "honor farm" on city land.

Staging the Long Beach open golf tournament, campaigning for a Junior College, sponsoring the Catalina-Long Beach rowing race in 1927, and Get-Out-The-Vote campaigns in behalf of the Municipal Auditorium and other

civic projects were among the organization's activities when it was the "Young Men's Division of the Chamber of Commerce."

Airport development, traffic safety, street lighting, fire prevention and harbor and industrial development are some of the matters to which the organization has devoted its attention almost constantly throughout more recent years, and its Get-Out-The-Vote campaigns continue to be effective.

From 1926 to 1932, presidents of the "Young Men's Division" were successively, William Summers, Jr., Lon Peek, Joseph Magoffin, Stephen Larson, Clare McCord and Joseph Bishop. From 1932-33 to and including 1947-48, presidents of the Junior Chamber have been, in the order named, George Craig II, Cal Demarest, Paul Peek, Hal Moore, Gus Swanson, Jack King, Darrell Neighbors, Bill Barbee, John Paap, Len Carey, E. L. Campbell, E. J. Bramble, Howard Patrick, Albert C. S. Ramsey, Jack Dilday, Dean Ives and Gerald Desmond.

The organization's charter as a member of the United States Junior Chamber of Commerce was presented on May 20, 1938.

## **Realtors and Real Estate**

The Long Beach Board of Realtors—officially so named in a new charter received in January, 1942, from the National Association of Real Estate Boards—has been an active, progressive organization since 1906, the year of its inception as the Long Beach Realty Board.

With more than 750 members, it retained its rank in 1948 as the tenth largest organization of its kind in the National Association of Real Estate Boards and also second place among such boards in California, according to C. Bond Harpole, 1948 president. Twenty-eight broker, or realtor, members and 70 salesman members were added during the first half of that year. In 1942, the Board's membership had totaled about 200.

Real estate sales in Long Beach during 1941 totaled \$20,000,000, an increase of 11 per cent over those of 1940 and 25 per cent more than in 1929. In 1942, real estate sales totaled \$21,106,650; in 1943, \$36,073,180; in 1944, \$51,226,600; in 1945, \$59,734,650; in 1946, \$78,944,770; in 1947, \$80,582,260.

In various ways the Long Beach Board of Realtors has protected the public against fraudulent investment schemes and dishonest operators. The nation's first real estate license law, designed to safeguard investors, was enacted in California in 1917. The Long Beach Realty Board took a prominent part in the movement resulting in the law's adoption.

The Long Beach Board won the California Real Estate Association's civic achievement trophy in 1933, awarded for holding a successful and result-



producing Better Homes Exposition one month after the earthquake in March of that year. Highest state honors were won also in 1941 and 1948.

A former president of the Long Beach Board, Henry P. Barbour, was elected to the presidency of the State Association. J. Mortimer Clark, president of the local Board in 1929-30, was appointed California Real Estate Commissioner in 1935.

For more than 20 years the Board has conducted Adult Education Department evening classes in Fundamentals in General Real Estate Practice and Law. The organization has built up and maintained the multiple listing service for the benefit of prospective buyers.

A Breakfast Club meeting is held every week in the year. This Board activity has been continuous since 1930. A Better Homes Show sponsored by the Board in 1947, attracted more than 45,000 visitors, and another notably successful show was held in 1948.

The first real estate agents' organization here, the Long Beach Real Estate Exchange, was formed in 1887, the year before the town's first incorporation. The Long Beach Journal published in its first issue, January 27, 1888, the names of the officers and directors of the Exchange. G. W. Elwood was president, C. S. Hussey was secretary, and W. W. Lowe, treasurer. "No one can afford to carry on a real estate business in Long Beach without becoming a member," the newspaper commented.

A few typical anecdotes about early-day real estate transactions in Long Beach should be of interest to anyone who is at all familiar with the city's development and modern property valuations.

Frank G. Butler bought five acres on American Avenue, north of Tenth Street, from W. E. Willmore in 1880 for \$65 an acre. In 1884 he was real estate agent here for the Long Beach Land and Water Company, when it offered lots on Ocean Avenue in the "Alamitos" section for sale at \$650. As an agent, Butler could have bought one of the lots at that figure minus 10 per cent. Exactly 40 years later, he paid \$31,500 for a lot in the same locality.

J. R. Cook, Willmore City pioneer of 1882, was given two 25-foot lots at 327 Pine Avenue, valued at \$50, for work performed with his teams and wagon. He completed the first real residence in the townsite. In 1903 he sold the property for \$20,000.

Joseph S. John paid \$200 each for three 25-foot lots on Second Street (now Broadway) just east of Pine Avenue, in the '80's. He was proprietor of a feed and fuel business there 25 years. The lots are now a part of the site of the Wise Building, but still are owned by members of the John family.

Robert H. Martin, also a resident here in the early '80's, told of witnessing the auction sale of a corner at First Street and Pine Avenue for \$25. The buyer, deciding he did not want to keep the lot, turned it over at the same

price to a friend, who expressed great pleasure at reselling the lot at a \$10 increase.

W. W. Lowe, who came to Long Beach in 1884, bought two lots at the northwest corner of Ocean and Pine, each 25 feet wide and extending north to the alley, for about \$650 each. The height-limit Heartwell building now occupies the site.

E. Vance Hill bought the southeast corner of Sixth Street and American Avenue, 50 x 250 feet, for \$125 and held it until he could sell it "at a big profit," for \$450. In 1892, Caleb Garrison bought 40 acres in what is now the residential Wrigley Tract, for \$800. Ten years later he sold it for \$100 an acre. After three years more, it was resold at \$1,000 an acre. J. W. Boyd sold two lots on Pine Avenue, near Fifth Street, in 1900, for \$450 each. George C. Flint advertised "good lots in Alamitos Beach, adjoining this city on the east" (at Alamitos Avenue), for \$150 cash each.

Lots in a district in what is now a solidly developed eastern residential section of the city were advertised by Brewster C. Kenyon and Mrs. Mary Greble in 1901 as follows: "In Kenyon's subdivision of the Alamitos Beach Townsite, good building lots are offered at \$40 to \$85, half cash, balance on time." These were 25-foot lots in a tract bounded by Broadway and Third Street and by Temple and Obispo Avenues.

The northwest corner of Fifth and Alamitos was acquired by the city in the purchase of the Long Beach Water Company's holdings in 1911, when the corner property mentioned was appraised at \$1,000. During the fiscal year 1945-46 the corner was sold for \$25,000.

## **Community Welfare Chest**

The Community Chest movement in Long Beach had its inception December 5, 1922, when representatives of seven social welfare and character building organizations met and took steps preliminary to incorporation. At that time the Community Chest plan for reducing to one the number of annual campaigns for welfare services had been adopted in about 80 other cities. The first agencies in the Long Beach organization—now known as the Community Welfare Chest—were the Salvation Army, American Red Cross, American Legion, Boy Scouts, Social Welfare League, Y.M.C.A. and Y.W.C.A.

The goal of the first Long Beach Community Chest campaign was \$108,902, for aid to those seven organizations during 1923. For 1948, the campaign goal was \$456,934, for seventeen "Red Feather Services," as Community Chest agencies now are called, but the amount raised was only \$376,228. The goal of the campaign for 1949 was \$488,003. The number of

agencies had been increased to nineteen. The list included the Armed Services, Y.M.C.A., Central Y.M.C.A. and North Long Beach Y.M.C.A. branch; two Boys' clubs, Long Beach and East Long Beach; Camp Fire Girls; Girl Scouts, Y.W.C.A., Catholic Welfare Bureau, Day Nurseries, Family Service Association, Salvation Army, Travelers' Aid Society, Children's Clinic, Mental Hygiene Clinic, Social Welfare League, Catholic Youth Organization and American Social Hygiene Society. The last two named are new member agencies.

According to Rex G. Reason, president of the Long Beach Community Welfare Chest, and Wayne Stewart, executive secretary and campaign director, the Long Beach "Red Feather Services" expend more than \$950,000 annually in their social welfare or health programs, about half of which is provided by the Chest. More than ninety cents of each contributed dollar goes to the service agencies, and campaign costs are less than five per cent of the total raised. Free time is given by more than 4,000 men and women in the annual campaigns, and free help also is given by hundreds of others in the year-around work of the Chest and its agencies.

In January, 1946, Lawrence A. Collins, then president of the Chest, announced its purchase of the Red Cross Chapter House property at Twelfth Street and Cedar Avenue. The Chest offices, the Community Welfare Council and several Chest agencies now occupy the building, where a Community Volunteer Service headquarters also has been established. A saving of \$750 or more in monthly rentals was accomplished by the acquisition of the property, which became available when the Red Cross Chapter centered its activities in a building at 323 West Broadway, which had been received as a bequest and was to be extensively enlarged.

One of the earliest additions to the original list of Long Beach Community Chest agencies, the Long Beach Day Nursery Association, is a semi-charitable institution which was established in 1912 by a group of women to provide a place where parents working for a living might leave their children with the assurance that they would receive excellent care.

Mrs. Fred H. Bixby was president of the Association from its inception until 1947, when she announced her wish to retire from that office and Mrs. Ralph Clock was elected her successor.

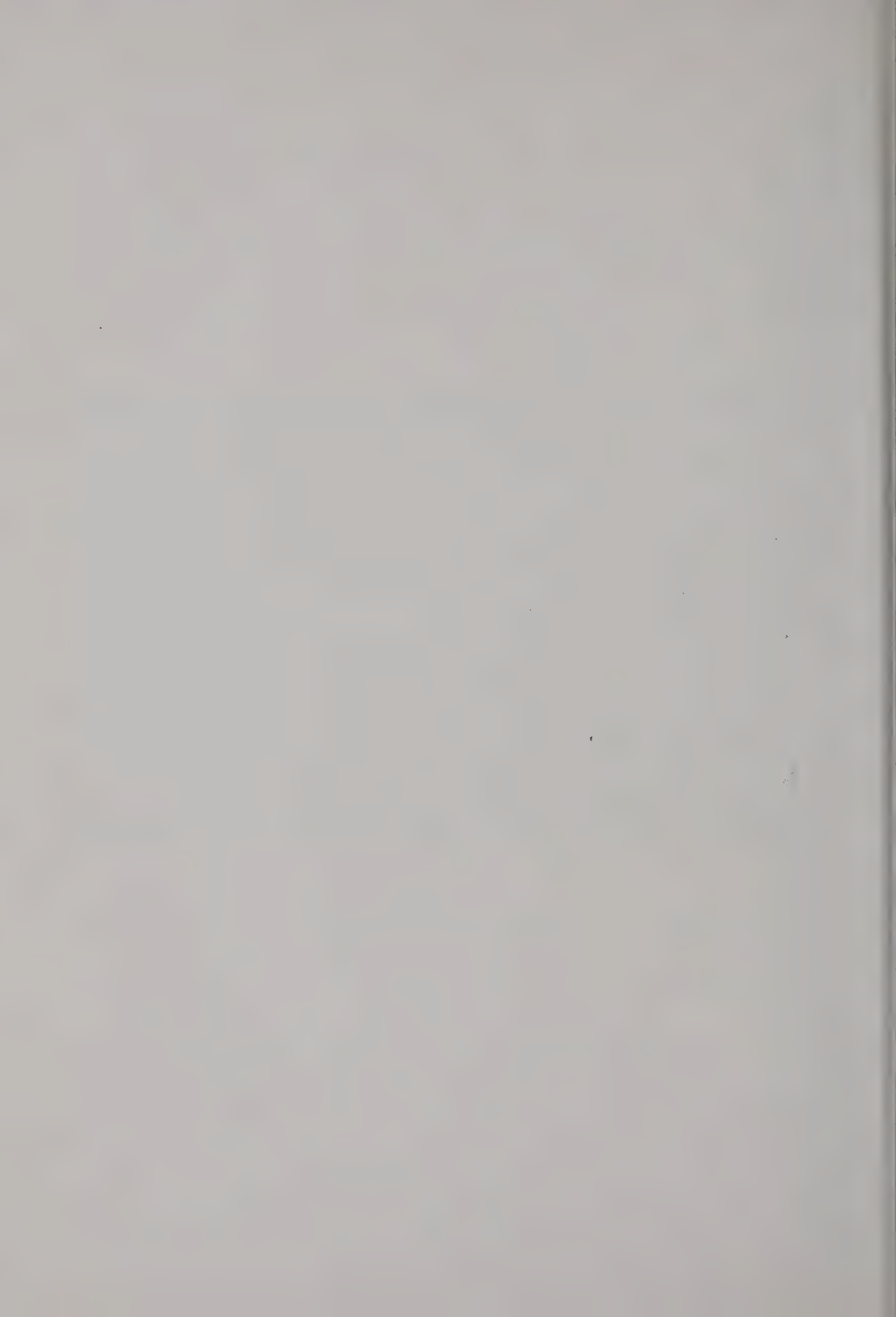
First located in a six-room cottage at 728 American Avenue, and moving a year later to 1243 American because more room was needed, the Day Nursery in 1916 occupied its own property. Mrs. Adelaide Tichenor had donated a lot at 805 Alamitos Avenue and an eight-room house which stood on Locust Avenue. The house was moved by the Nursery organization to the Alamitos Avenue site.

In 1924, the Rotary Club voted to purchase a larger site as a home for the Nursery, and the corner of Fifteenth and Chestnut was selected, where an





This Birdseye View of City of 34 Square Miles Area and Estimated 266,000 Population Shows United States Naval Base Installations, Navy Craft, and Long Beach Outer and Inner Harbors; Famous Beach, Municipal Auditorium and Rainbow Pier; Amusement Zone; Business and Residential Areas, and, in Background, Oil Derricks of Signal Hill Field. (Pacific Air Industries Photo).



attractive Nursery building was constructed. It opened on June 2, 1926. In 1929, Mrs. Bixby and her husband donated as a site for a second nursery a lot at 2945 Spaulding Avenue and moved to it from American Avenue a ten-room house, which was remodeled and furnished. Mr. and Mrs. Bixby made the gift in memory of their son John, who had lost his life in an automobile accident. The new Nursery, a property valued at about \$20,000, was opened November 18, 1929. On July 6, 1931, still another Day Nursery branch which was a gift by Mr. and Mrs. Bixby was opened at 495 East Plymouth Street. The three nurseries are designated, respectively, as the West, East and North. Several hundred children are cared for in the nurseries every month. Only trained personnel is employed.

A Boy Scout troop was formed here in 1912, and the first Boy Scout Council was organized in 1918. Clyde Doyle was president of the first Council, School Superintendent W. L. Stephens was vice-president, E. E. Buffum was treasurer, and Lorne Middough commissioner and secretary. In 1948, there were in Long Beach 71 Boy Scout Troops, 27 Senior Units of Sea, Explorer and Air Squadron Scouts and 58 Cub Scout groups, the membership aggregating about 4,100. C. L. Appling has been Boy Scout Executive here more than 20 years. Boy Scouts camp in Will J. Reid Scout Park, Long Beach, and at Camp Tahquitz, near Idyllwild.

The Downtown and East Long Beach Boys' Clubs, units in a national program for boys from 8 to 18, reported about 1,200 and 900 members, respectively, in 1948. There were 75 Camp Fire groups, six Horizon groups and 55 Bluebird groups in the Camp Fire Girls organization, with a total membership of about 1,700; and 151 Girl Scout groups comprised a total membership of 2,400.

The Armed Services Y.M.C.A., whose facilities were utilized to full capacity throughout World War II, was "a home away from home" for more than 250,000 servicemen and recently discharged veterans during 1946. The Children's Clinic provided medical and surgical care for 369 boys and girls under 15, during the past year, and the Mental Hygiene Clinic aided 313 cases. The Visiting Nurse Association of the Social Welfare League averaged 864 visits monthly, and the Parents Educational Center reported 1,689 conferences with parents.

## **Retailers Associated**

Long Beach Retailers Associated, a non-profit organization formed in 1938 as an outgrowth of the former retail division of the Chamber of Commerce, had 177 corporate members and 131 additional promotion and



sustaining subscribers on its roster in 1948. They were investing about \$40,000 annually in supporting its varied activities.

Names of the organization's presidents since its inception follow in chronological order: Manning S. Moore, Joseph Williams, William F. Goyette, Harold Noyes, Gus Lueking, Russell Pavey, Harry Cunningham (two years), E. E. Prusso, Floyd Hickman and the incumbent, E. M. Johnson. Jack Horner has been manager of the association since May, 1938, taking the office when it had 51 members.

Among the organization's annual civic and promotional activities are providing elaborate street decorations for the Yuletide and presenting the All-Western Band Review and "Musical Salute to Santa Claus" marking the opening of the Christmas shopping and Winter tourist seasons. The band review attracts numerous bands from other cities of the Pacific Southwest, and the two-hour parade is witnessed by a vast crowd every year. A combination civic and retail event formerly held annually for many years was "Sun, Surf and Sand Days," celebrating the opening of the Summer tourist and vacation season.

The organization won national acclaim for its services during World War II. The war bond campaign method developed by Long Beach retailers was adopted nationally. The 756 stores and their retail employees marketed \$29,258,900 in Series E bonds (purchase price) in the fourth, fifth, sixth and seventh War Loans.

In 1945 the group staged a city-wide "Courtesy Now" campaign which earned the trophy of the American Public Relations Association, Washington, D.C., as the outstanding retailer-sponsored public relations program in the United States that year.

In 1948, the association became active through its representatives in the effort to solve downtown parking problems.

"Trade area" campaigns have been highly successful. Manager Horner's reports show that in 1939, when Long Beach retail sales totalled \$85,833,000, the percentage of retail store customers from out of town was 19.3, while a customer survey recently conducted by the organization found that 26.3 per cent of 26,699 customers polled in three days were out-of-city residents. Long Beach retail sales in 1947 totaled \$406,795,000.

Eighty communities in Los Angeles and Orange Counties, with an aggregate population of 757,384, are within a "logical Greater Long Beach trading area" according to Horner, their average distance from this city being 17.1 miles.

## **Better Business Bureau**

The Better Business Bureau here was organized in 1923. Then the twenty-sixth in the United States, it now is one among 96 in the United States and Canada. About 1,100 Long Beach business men now contribute to the Bureau's support. Its services to the public are free, and the local organization's most recent report shows it was handling more than 17,000 inquiries and complaints annually. "Membership in this organization is considered a good form of business insurance, because the Better Business Bureau not only handles 'crooks' and 'gyp artists' who come into our community, but serves as a preventive, keeping most of them from getting their operations started," states M. E. Ridenour, who has been manager of the Bureau for 23½ of its 25 years.

Presidents of the Long Beach Bureau have been: Ray M. Dickinson, 1923-25, and also 1930-35; Claude C. Lewis, 1924-30 and also 1937-39; Joseph T. Bogle, 1935-37; W. J. Ward, 1939-41; Peter H. Pande, 1941-44; Rex L. Hodges, 1944-45, and James A. Lynch, incumbent since 1945.

"Two understandable slogans are kept before the public," Manager Ridenour said. "They are, 'Before you invest, investigate,' and 'Read before you sign—and keep a copy.' The Bureau is an outgrowth of an idea publicized by John Wanamaker when he decided that the principle of 'truth in advertising' should apply to all advertisements emanating from his store. Some ten years elapsed before penal laws making the use of false or misleading advertising a criminal offense. Publishers, other merchants and also financial interests desiring to eliminate security frauds approved the truth in advertising policy. The Bureau movement began in the formation of local vigilance committees. The need for general and independent organization became evident. That was brought into being by legitimate business concerns. They underwrote the initial expense of creating Better Business Bureaus. Each Bureau is a separately incorporated organization, directed by local businessmen who give of their time and money to furtherance of its work."

## **Property-Owners Association**

The Associated Property-Owners of Long Beach is a non-partisan organization whose stated objective is co-operation with public officials "in an effort to accomplish economy and efficiency in governmental affairs, consistent with sound community growth." Paul B. Wilcox, a member of the Governmental Research Association and the International City Managers Association, has been secretary and executive director of the organization since 1945, during which time C. R. Lough has been president.

The Association was organized in 1934. B. B. Stakemiller was elected president and was retained in that office until 1945. The organization's records disclose its study of a great number of municipal, school district, county and other questions of interest to all Long Beach taxpayers.

In recent years it has sponsored non-political "Town Meetings" and "Meet the Candidates" assemblies, open to the public.

Data pertaining to various phases of city government, personnel included, over a long period of years have been compiled, and the records are being extended by the organization as a public service.



## XX

### CITY OF 100 CHURCHES

The influence of the church in the formative period of Long Beach history was an important factor in its development. Since its early days Long Beach has continued to be called "a city of churches," although it grew and developed into a city of business, industry, commerce as well as a city of schools and, of course, a great recreational center.

In 1948, services were being conducted regularly in 100 or more churches within the Long Beach city limits.

The religious life which became so important a part of the foundation upon which Long Beach was built began in the earliest days of Willmore City. In 1882, cottage prayer meetings were conducted in the "company house" near Ocean and Pine by J. H. Smith, once a Methodist preacher.

Space limitations prevent even brief mention of all Long Beach churches. A few facts about the first churches here of various denominations are cited, because of their historical interest.

Presiding Elder R. W. C. Farnsworth, under whose administration organization of a Methodist Church here was begun, conducted a camp meeting in Long Beach, "as a kind of experiment," in 1883. He worked to bring the advantages of Long Beach before the wealthy brethren of the church, and as a result the Methodist Resort Association was organized.

At the Methodist conference of 1884, Rev. G. W. Elwood, "a well-tried minister of many years standing," was appointed to Long Beach, the presiding elder soon afterward adding Westminster to his charge. "Worship was first held in the hotel parlors, then in an empty house lent by Brother M. H. La Fetra, and finally in a tent south of Dr. Williams' cottage on Cedar Avenue," a Methodist Yearbook published here in 1889 stated. "Brother Elwood worked heroically. The Resort Association had decided to build a pavilion and a chapel, and he was put in charge of the work. To burn off the brush, etc., from the block, plow it and put in trees was no light task, yet it was accomplished, and early in the summer the building began."

On April 13, 1886, Rev. Elwood preached the first sermon in the chapel of the historic Tabernacle at Third Street and Locust Avenue, which was to serve as the Methodists' place of worship for 14 years. Camp meeting benches from Compton were the only seats when that first service was held. Nor had

windows or doors been installed. The pastor's appropriate topic was "In the Beginning."

The Methodists did not occupy an edifice of their own until 1899. It was built at the corner of Fifth and Pine. Rev. E. A. Healy was pastor. The much larger and costlier house of worship at Pacific and Fifth, which is still the First Church edifice, was dedicated Sunday, August 8, 1909.

In little "Cerritos Hall," built at the southwest corner at Third and Cedar in 1887 by Mr. and Mrs. Jotham Bixby for the "Congregational Society," of which they were members, First Congregational Church was organized, with 26 members, February 8, 1888. The property, deeded to the organization by the Bixbys, continues to be the location of the church, and a large brick edifice, built in 1913-14, and a parish house, completed in 1925, now cover the area. Plymouth Congregational, organized in 1904, joined First Congregational in 1910. Bay Shore Community Congregational Church, at Nieto Avenue and The Toledo, was established in 1925.

The First Presbyterian Church was organized June 24, 1888, with 19 members, and services were held in the Congregational Church at Third and Cedar until the Presbyterians completed a tiny and very plain church at 125 East First Street in 1889. In 1900, they were in a new church, graced by "a beautiful pipe organ," at the southwest corner of Fourth and Pine. The present First Presbyterian Church at Sixth and Locust was dedicated July 10, 1910. That corner had been acquired through a trade with the Long Beach School District.

A lot at the southeast corner of First and American, given to Long Beach residents of the Quaker faith in 1890 by J. A. Grinnell, who had been their pastor, became the site, that year, of the first Friends church. Beginning in February, 1888, Mrs. Mary M. Brown, grandmother of Dwight B. Williams, conducted Friends Bible class meetings in homes and halls for a year. The Monthly Meeting was organized in 1892 with 45 charter members. The present First Friends Church at Ninth and Atlantic was built in 1923.

The First Baptist Church was organized May 20, 1894, with 15 members. Meetings were held in Pickle's Hall and in Henderson's Hall, Pine and Second (Broadway.) Two lots on Locust, between Third and Fourth, were bought by the Baptist Convention Board, and a modest church was dedicated there, July 14, 1895. In 1900, the Chautauqua building at Fourth and Pine was purchased, at a valuation of \$3,000, and was dedicated, free of debt, on May 8. That property was sold for \$20,000 in 1905, and the present First Baptist Church was built at Fourth and Locust. It was dedicated June 26, 1910.

The First Christian Church was organized in December, 1894. Its first building was erected in 1897 at Third and Elm; a new church was dedicated in 1904 at Fourth and American, and ground was broken for the present

edifice at Fifth and Locust in August, 1914. On December 11, 1920, when the building was nearing completion, the heavy concrete dome collapsed, causing a \$150,000 loss and almost destroying the structure. The edifice was dedicated in December, 1921.

Rev. Octavius Parker, of San Pedro, who founded an Episcopal mission here in 1897, and Rev. W. E. Jacobs, also of San Pedro, who succeeded the former in conducting mission services in Pickle's Hall at First and Locust during 1897-98, were "circuit-riding" rectors, coming to Long Beach on horseback. Rev. Jacobs conducted Sunday meetings in San Pedro, Wilmington and Long Beach. St. Luke's Episcopal Church, at Fifth and Locust, was opened for services on August 2, 1900. In 1917-18 the new St. Luke's Church was built at Seventh and Atlantic, the site at Fifth and Locust having been sold to the First Christian Church. The edifice of All Saints Episcopal Church, organized in 1924, is at Colorado Street and Termino Avenue.

The first Catholic Church, the original St. Anthony's, 30 x 72 feet in ground dimensions, a frame structure with a seating capacity of about 200, was dedicated June 13, 1903, at Sixth and Olive. Meetings "in the interest of building a church" had been called by Mrs. J. M. Morris and held in the John Ena Home. Judge H. C. Dillon headed a committee to receive contributions. Frank E. Shaw donated two acres of land, which were traded for the Sixth and Olive corner. On Thanksgiving Day, 1914, a brick church "of noble design and ample proportions" and containing a 30-ton Carrara marble altar made in Italy, was dedicated on the same site. The "third St. Anthony's" was erected after the earthquake, when a new altar was reconstructed from the ruins of the one smashed in the wrecked church.

The Lutheran Church of the Missouri Synod, located at 946 Linden Avenue, is the outgrowth of a service held October 23, 1904. F. J. Schinnerer presented a vacant store-building to the organization, and it was dedicated as a chapel early in 1905. Moved to a site at Tenth and Linden in 1906, the chapel was supplanted by a new church in 1910. Trinity Lutheran Evangelical Church, organized in 1907, replaced its original edifice at Eighth and Linden with a large structure in 1928.

The First Church of Christ, Scientist, in Long Beach, was incorporated in 1904 and organized with 17 members. As early as 1896 small groups met in homes to study lesson-sermons. In 1902, a cottage called "The Barnacle" was rented for use as a place of worship and as a reading room. The edifice of First Church of Christ, Scientist, at 440 Elm, was opened formally on March 22, 1914.

The Seventh Day Adventist Church was organized in 1905. Its first house of worship was in the 2200-block on East Anaheim. Two additions were made



to the church built in 1913. In 1942, a new edifice was completed at Third Street and Bonito Avenue.

The United Presbyterian Church, now occupying a new edifice at Fifth Street and Atlantic Avenue, had its beginning in 1905. Services were held in a third-floor hall at First and American until the building of the first church on the present site. It was dedicated in 1905. The present edifice was dedicated in 1939.

The First Church of the Brethren, whose house of worship is at Third and Walnut, was organized in 1907 with 20 members.

The First Church of Christ in Long Beach was organized in 1909 and built in 1914 at Ninth and Olive. Sold in 1927, a new church edifice was built at Twelfth and Alamitos. A new Central Church of Christ at 501 Atlantic was dedicated May 30, 1948. The Church of Christ at Ninth and Lime was completed in 1924.

The first Long Beach Church of God was organized in 1910, met in Odd Fellows Hall, and bought its present edifice in 1920.

The First Brethren Church had its inception in a series of evangelistic tent meetings at Tenth and Walnut in 1912, when 49 persons said they would enroll as members. Contributions of \$5,600 for a church site were received subsequently, and two lots were bought at Fifth and Cherry, where its present commodious edifice was erected.

The first Long Beach Church of the Nazarene was organized in 1912, with 15 members. Its first house of worship was at Seventh and Locust. Its present home is at Tenth and Olive, where a brick edifice was erected in 1924.

The First Unitarian Church was organized in April, 1913. The American Unitarian Association gave the local organization a 50 x 100-foot lot, on East Ocean Boulevard, near Bixby Park, but the group exchanged it, a little later, for 100 x 150 feet at the southeast corner of Ninth and Lime, where the present church was built.

The local church of Latter Day Saints was organized in November, 1919, as a branch of the California Mission. In 1920 a lot was purchased and a church edifice erected at 1200 Atlantic Avenue. It was sold later to the Assembly of God Church and a Stake Chapel and Recreation Center were built at 1140 Ximeno in 1941. Another house of worship was being built at Fifteenth and Pine in 1948.

Temple Israel, the Reform, or Liberal, Jewish group, was organized in 1922 and a house of worship was built at 439 West Anaheim Street. In September, 1941, its present synagogue at Third and Loma was dedicated.

Sinai Congregation, the Conservative Jewish group, was organized in

1924. The congregation moved to 338 East Third in 1925, and in more recent years to its synagogue at Seventh and Molino.

Many Long Beach churches were damaged heavily by the March 10, 1933, earthquake, some of them being so impaired structurally that they had to be rebuilt. For a month or two after the quake, community services were held out of doors, in parks or on vacant lots where large tents had been provided. Many congregations necessarily occupied various temporary quarters for much longer periods. The cost of reconstructing or repairing some of the damaged edifices, and the dates on which the restored structures were occupied, follow:

First Christian Church, \$75,623, September 16, 1934; St. Luke's Episcopal, \$65,000 (completely rebuilt), July 15, 1934; First Church of Christ Scientist, \$65,000, March 4, 1934; First Baptist, \$20,000, April 20, 1933; St. Anthony's Catholic Church, \$45,000 (completely rebuilt), February 4, 1934; St. Matthew's Catholic, \$25,000 (completely rebuilt), December 10, 1933; First Congregational, \$32,000, July 30, 1933; Immanuel Baptist, \$32,000, December 24, 1933; Trinity Lutheran, \$18,000, June 24, 1934; First Methodist, South, now Moore Memorial Methodist, \$12,500, December 25, 1933; Second Presbyterian, \$11,000, October 22, 1933; East Long Beach Methodist, \$12,000 (one unit rebuilt), November 2, 1934; Grace Methodist, \$23,500, (entire edifice occupied December, 1933).

A little more than 10 years after the earthquake, several churches were able to report having paid off all their debts, despite the extra expense of reconstruction. Also, various congregations celebrated anniversaries which directed public attention to the fact their churches were founded in the city's village days.

In October, 1943, First Congregational Church celebrated liquidation of indebtedness of about \$28,000. During 1944, Trinity Evangelical Lutheran Church celebrated liquidation of a debt which in 1934 was \$31,800. Temple Israel also held a mortgage-burning service that year. St. Luke's Episcopal Church was consecrated as a temple of Christian worship in 1944, that solemn rite being permissible only when the church property is free from debt or material hindrance. Likewise, the Second Church of Christ, Scientist, built 20 years before, was dedicated in 1944, having attained debt-free status.

The first Y.M.C.A. organization was formed here in 1899. It was incorporated in 1905. Its original home was at 121 Locust, in a building owned jointly with the Y.W.C.A. The present Y.M.C.A. Building at Sixth and American was erected in 1920.

The Army and Navy Y.M.C.A. was established at 1076 West Seaside in 1935. The Army and Navy department of the National Y.M.C.A. had offered \$50,000 toward the cost of the project if \$20,000 were provided here. In nine days, \$22,735 was subscribed locally. The commodious and well-planned

building, located near the Navy Landing, was a particularly crowded and busy place during World War II. Transportation is provided for service men to churches of their choice on Sundays.

The Y.W.C.A. was organized here in 1904 as an outgrowth of welfare work by a Sunday School class taught by Mrs. C. J. Walker. The Association became sole owner of the property at 121 Locust Avenue when the Y.M.C.A. vacated its portion of the building. On June 8, 1925, the "Y.W." opened its own new home, in a large brick structure at Sixth and Pacific.

#### MINISTERIAL UNION

The first Ministerial Union in Long Beach was organized November 8, 1905, with 13 clergymen present. Rev. C. P. Dorland, then pastor of Plymouth Congregational Chapel, was elected president; Rev. J. F. G. Finley, pastor of the Methodist Church South, now Moore Memorial Methodist, was made vice-president; Rev. J. G. Hill, Central Methodist, secretary, and Miss Esther Smith, pastor of the Friends Church, treasurer.

The first public meeting under the Ministerial Union's auspices was held in old Plymouth Chapel November 13, when Rector Charles T. Murphy of St. Luke's Episcopal Church gave the sermon. In 1948, Dr. Ewing S. Hudson, its president, stated that the Ministerial Union had 117 members, not all of whom were active as pastors.

The Salvation Army's first Long Beach headquarters were opened in 1907, in a store basement. Its present Citadel at 329 Locust Avenue was built in 1922. In 1923, the Social Service Department building was erected at 1370 Alamos Avenue, where a large addition was dedicated in 1947.

The Volunteers of America opened a Long Beach branch in 1922. Its headquarters are at 1177 East Fifteenth, to which location the organization moved from 1701 Orange.

#### CHURCH SCHOOLS

Rapid development of its school facilities by St. Anthony's Catholic Church during the past seven years was described in 1948 by the Rt. Rev. Msgr. Bernard J. Dolan, V.F., pastor of the parish. "To meet the increasing demands for accommodations in the grammar and high schools, property had been purchased and buildings erected, and in all, approximately \$1,300,000 had been expended for property and capital improvements," he stated.

St. Anthony's High School, which gave diplomas to its first graduates, two in number, in 1922, and in July of that year was placed on the accredited list of California high schools, had a graduating class of 175 in June, 1948.

Sisters of the Immaculate Heart of Mary conducted a co-educational St. Anthony's High School from 1921 until the Fall of 1941. At that time



five brothers were sent from Notre Dame to conduct St. Anthony's High School for boys, in a building which had been completed at Seventh and Olive. Six classrooms and a study hall were added in 1947.

Additions to the Girls' High School building and to the Grammar School building increased the capacity of the schools from 500 to 1800.

An athletic field was opened formally in September, 1947, for the use of the schools. It is in Lakewood Village, where ten acres of land had been acquired at Clark and Del Amo. The field, enclosed by an eight-foot steel fence, contains bleachers to accommodate 5,000, a football field, a regulation quarter-mile track, and a 220-yard straight track.

The latest parish structure to be erected is the \$250,000 Catholic Center Gymnasium, a Class A building opened in October, 1947, and dedicated and blessed by Archbishop J. Francis A. McIntyre, April 25, 1948. Modern in equipment, it includes a large social hall, a gymnasium with a seating capacity of 1,800, and locker and shower facilities to accommodate 500 boys and 500 girls in physical education programs and athletics.

St. Matthew's Catholic Church has maintained a grammar school for boys and girls since 1925. St. Barnabas parish also has a similar school, and another is opening this Fall in St. Athanasius parish.

First Brethren Church was to open a school in a new building at Sixtieth and Orange, in the Fall of 1948, for grammar grades and one year of Junior High.

The Revival Center Christian School, established in September, 1947, at 5200 Atlantic, had about 160 pupils during its first year, of whom 60 were taking high school studies.

The Pacific Bible Seminary, established in Los Angeles in 1928 but moved to Long Beach two years later, has occupied its own building at 4835 East Anaheim Street since 1940. Construction of a \$40,000 addition was begun in 1948. The Seminary is supported by Christian Churches and Churches of Christ. It is open to young men and women who are high school graduates and interested in preparing for the ministry. Completion of its four-year course earns a Bachelor of Arts degree.

The thirty-eighth term of the grammar school of First Lutheran Church ended June 10, 1948, with 20 eighth-grade graduates receiving diplomas. Bethany Lutheran Church, in Lakewood, also has a grammar school.

## **XXI**

### **LONG BEACH IN WARTIMES**

#### **World War I**

Two thousand, four hundred and thirty-nine Long Beach men and women answered their country's call to service during World War I. Of that number, 33 were killed in action, six died from wounds, four in airplane accidents, 20 from other mishaps and 14 succumbed to disease.

"The great struggle is on; America hoped and prayed that it might be averted, but that could not be," a Long Beach newspaper editorial stated on April 6, 1917, the day of the United States' declaration of war against Germany. "May the God of nations crown the American arms with victory, and may the peace—the grand finale of the great war—be so deeply and so broadly established that no other great war may come for ages."

On that day, two Pacific Electric cars brought to Long Beach members of Company D, the Pomona unit of the Seventh Regiment, National Guard of California, to guard the shipyard at Long Beach Harbor, where millions of dollars worth of United States submarines and other vessels were under construction and also to protect other industries and the harbor entrance.

Company H, the Long Beach unit of the Seventh Regiment, with Captain A. D. Borden in command, was mobilized at Arcadia, and was assigned to San Diego about April 15, to protect aviation equipment.

Coast Artillery Company 23, a Long Beach volunteer group, was brought to full war strength by August 5, and on August 14 proceeded from the old Armory, where it was mobilized, to Fort MacArthur. Roland G. Swaffield, then a lieutenant, later became captain of the company.

By August 17, "at least 500" Long Beach men had enlisted and the local Selective Board had found 220 of the men called in the draft up to that time physically fit. James F. Collins, Fred Herman, George B. Newhouse and William P. Nestle led the first contingents, totaling 181, who entrained for Camp Lewis, Washington, where they were mustered into the Ninety-first Division. Other Selective Service groups left Long Beach from time to time, the last one setting forth on the morning of the day the Armistice was signed and returning forthwith.

The Long Beach Selective Board comprised Charles H. Windham, chairman; Stephen G. Long and Z. T. Nelson; R. H. Jackson was chief clerk of the board. Ralph H. Clock succeeded Long when the latter was appointed United States Commissioner and resigned from the board.

The following data show in part the "100 per cent plus" response of Long Beach citizens at home to Liberty Loan offerings, Red Cross drives and other opportunities for assistance:

First Liberty Loan — Long Beach quota, \$800,000; subscribed \$935,000. Second Liberty Loan — quota \$1,200,000; subscribed \$2,080,000. Third Liberty Loan — quota \$1,205,000; subscribed \$2,410,000. Fourth Liberty Loan — quota, \$2,303,050; subscribed \$2,782,000. Victory Loan — quota, \$1,777,500; subscribed \$2,100,000. Second Red Cross Drive — quota, \$40,000; subscribed \$68,500. Y.M.C.A. War work — \$5,000 subscribed, first campaign; \$28,000 subscribed, second campaign.

Knights of Columbus war work — \$10,400 subscribed.

War Savings Stamps — quota, \$693,000; subscribed \$696,385.50; Salvation Army ambulance, \$505 subscribed; War Library fund, \$765 subscribed; American Women's Hospital, \$5,000 subscribed; W.C.T.U. war work, \$1,800 subscribed; mess fund for Coast Artillery, \$1,100 subscribed; athletic goods for Coast Artillery, \$300; Belgian babies milk fund, \$750; Boys in France, tobacco fund, \$200; Smileage books, \$1,000; United War Warks, quota — \$38,250; subscribed \$46,110.

R. D. Judkins and P. E. Hatch were, respectively, manager and campaign committee chairman of the First Liberty Loan drive. A. L. Parmley and Lynn W. Ballard led the Second Liberty Loan campaign, with R. D. Judkins executive chairman. P. E. Hatch directed the third loan campaign, C. J. Curtis was manager of the fourth, and R. A. Nickell was in charge of the Victory Loan campaign.

Bert H. Paul, Ways and Means Committee Chairman of the Council of Defense, was named Food Administrator for Long Beach on July 25, 1917. He devoted his entire time to this work and to managing the sale of War Savings Stamps.

The Long Beach chapter of the Red Cross was organized February 12, 1917. Dr. Lewis P. Crutcher was its first chairman, and Mrs. I. R. Hall secretary.

Among many others identified with its work during World War I were Mesdames R. J. Roth, A. L. Campbell, E. N. Strong, C. H. Spence, Wilhoit, O. M. Healey, J. M. Tanner, Fred H. Bixby and Ruth Craig Merrell, and Messrs. J. J. Mitchell, J. W. McAlpin, Louis N. Whealton, Allen C. Walker, R. O. Baldwin, C. T. McGrew, Blaque Wilson, T. H. Cleveland, George E. McCaughan, Philip McCaughan and Melvin Neel.



The Chapter sent overseas 143,359 surgical dressings, contributed 12,034 knitted articles for the comfort of soldiers and sailors, and 13,414 sewed articles. A Red Cross building was erected at the northeast corner of Third and American by organized labor, whose work was donated. This structure was destroyed by fire after the war.

The Council of Defense, a Women's Council of Defense, the Protective League, and the Four-Minute Men were among active war-time organizations.

In shipbuilding and otherwise industrially, Long Beach contributed extensively to the war program. The Craig Shipbuilding Company took over contracts originally awarded to the Lake Torpedo Boat Company of Bridgeport, Conn., for construction of two submarines, the L-6 and L-7. These 165-foot vessels were launched in Long Beach harbor on August 31 and September 28, respectively, in 1916. The L-6, first war vessel built on the Southern California coast, was credited with sinking a German U-boat. The Craig Company also obtained direct contracts for construction of three O-type submarines. They were launched in the Spring of 1918. Also built here were eight 8,800-ton and three 6,000-ton freighters, for the Emergency Fleet Corporation; and three 3,200-ton freighters and the lighthouse tender Cedar, which were requisitioned by the E.F.C. The S.S. Camino, the second steel steamship built by the Craigs for the Western Steam Navigation Company, was one of the first relief ships sent to Belgium.

The Golden State Woolen Mills of Long Beach supplied \$2,000,000 worth of blankets, overcoatings, suitings, and puttee cloth to the government. Five canning companies here, the Halfhill, Los Angeles, Long Beach Fisheries, West Coast and South Coast, furnished \$200,000 worth of canned fish to the government. Four plants operating here provided more than \$1,000,000 worth of kelp products entering into the manufacture of needed materiel.

## **World War II**

More than 20,000 men went into the armed services from Long Beach during World War II. Of these, 675 made the supreme sacrifice. Statistics show that 265 Long Beach men gave their lives while wearing the Army's olive drab. The Navy reported that 410 Long Beach fighting men fell in action with the fleet, the Marine Corps and the Coast Guard.

Four hundred Long Beach men were in the National Guard unit, made up of 1,700 volunteers from the port area, which became a part of the regular Army on September 1, 1940, in compliance with a Presidential edict.

The Japanese attacks on Pearl Harbor and the Philippines, December 7, 1941, had an electrifying effect in Long Beach. Immediately, upon the declaration of war by the United States, decks were cleared for action. The port

was sealed. Soldiers were rushed to vital points in the harbor and industrial areas. Anti-aircraft emplacements appeared. The first wartime blackout in the nation's history was in effect here from 4 to 6 A.M., December 8, ordered by Captain Richard B. Coffman, Commandant of the Naval Operating Base.

For various reasons, Long Beach felt direct and definite concern. This was the "Home Port" of the United States Fleet. Families of thousands of Navy officers and men with the Fleet in Hawaiian waters were residing here. Besides members of the Navy personnel, many others from Long Beach were in Hawaii in the Army service. With the first reports concerning the Pearl Harbor holocaust, it was believed that many from Long Beach were among the victims of the treacherous assault. That soon was known to be the case.

During January, 1942, Chaplain J. E. Johnson, U.S.N., announced that 160 widows of Navy men killed at Pearl Harbor were residents of the Long Beach and Los Angeles areas. Their children numbered 125.

A city-wide memorial service in tribute to the war dead of December 7, 1941, was held in the Municipal Auditorium February 22. Governor Culbert Olson of California gave the principal address.

The harbor and industrial city of Long Beach, a center of big oil production, was in an area where vital defense efforts were concentrated. Important Navy developments, aircraft construction and the building of Navy and cargo ships were under way. New and intensive protective measures were adopted promptly, when war was declared. Emergency procedure was outlined by the Army and Navy, with police and fire departments and Long Beach Council of Defense, already well organized, co-operating.

A Navy-ordered blackout shrouded the harbor during the night of December 7, 1941, when Japanese fleet units, including an aircraft carrier, were known to be operating between Hawaii and the mainland. A dusk-to-dawn blackout was ordered by the Army for the night of December 8-9.

Wartime Long Beach was protected by an elaborate defense network. Mine fields and submarine nets protected the harbor from intrusion by enemy submarines. Fast Navy ships based here prowled coastal waters. The Army and Navy air forces patrolled the skyways.

Throughout the entire critical period of the war, Long Beach observed dim-out regulations strictly. Complete black-outs were ordered from time to time.

The Long Beach Council of Defense, co-ordinating various aspects of municipal and civilian preparedness and defense throughout the wartime emergency, was in a large part a re-organization of the Disaster Preparedness Committee previously formed. Roland G. Swaffield was named by the Defense Council as chief air raid warden, the city being divided into 318 sectors, each with a volunteer air raid warden and four assistants.

Doctors and nurses formed a medical service division of the Defense Council, with Dr. Robert W. Wilcox, director. Through Red Cross co-operation, a blood bank had been established. Eighteen first aid casualty stations were established by Dr. Wilcox throughout Long Beach, Signal Hill and Lakewood Village.

Military defense measures, consistent with the particular needs of the area, such as the port, the petroleum refineries, shipbuilding and aircraft manufacturing centers, were integrated with the overall defense of Southern California and the Pacific Coast.

Wartime harbor skies were dotted by barrage balloons which nodded lazily at the ends of their wire cables. Army barracks and gun installations appeared in Houghton Park, Bluff Park, Recreation Park, Bixby Park and Palm Beach Park. Huge radar sets were set up at the eastern extremity of Bluff Park and in Palm Beach Park.

During January, 1942, Japanese, German and Italian aliens were ordered out of several Southern California areas, including one in Los Angeles, and on February 2, Federal and other officers evacuated nearly 500 Japanese men from Terminal Island. That important Navy and shipbuilding center, partly in Long Beach and partly in Los Angeles, had been for years the location of a Japanese community. The 1940 census report showed 2,200 Japanese, of whom 800 were aliens, were residents of Terminal Island.

On August 1, 1941, Daugherty Field (Long Beach Municipal Airport) since July, 1929, the location of an Army Reserve Air Base, became a military field of major importance to the United States as well as to the Allied powers then engaged in the European War. The base was activated as the western section of the Ferrying Command and on August 6, 1941, six of its pilots delivered a sextet of Douglas dive-bombers to New York where they were shipped to Great Britain as lend-lease. Three days after Pearl Harbor, four crews from the Long Beach base completed the initial foreign delivery—four LB-30's to the British in Egypt via the South Atlantic.

The Sixth Ferrying Group (as the Long Beach unit was designated) became the medium through which warplanes built in Southern California factories reached the fighting fronts. The great air base at Long Beach ceased to function as a Sixth Ferrying Command unit the night of August 30, 1946, when Air Transport Command orders reduced Daugherty Field to the military status of an operating location.

An exciting incident which made residents believe the war had been brought to Long Beach occurred February 23, 1942, when the night skies were aglow for several hours with searchlight beams and bursting clusters of shells. A hail of shrapnel fell on the city. Although a number of homes were damaged by falling bits of metal and thousands of citizens who stood in the



open watching the spectacle miraculously escaped injury, in Washington, D. C., Secretary of War Henry J. Stimson said that the batteries were shooting at enemy targets. Frank Knox, Secretary of the Navy, flatly declared that the raid was a false alarm and that no enemy planes had been over Southern California.

In October, 1945, the Fourth Air Force, aerial watchdog of the Pacific Coast, published its official history, in which it was stated that on the date in question there were "from one to five unidentified airplanes" over Long Beach and the Southland, but that no positive identification of the mystery aircraft had been made.

The Army built Victory Pier, a huge extension of Pier A, Long Beach Outer Harbor, at a reported cost of \$3,000,000 as a wartime facility of prime importance as a shipping terminal. Victory Pier was sold back to Long Beach after the war. In February, 1948, the Army re-established a sub-port of embarkation on Pier A to facilitate movement of cargo to the occupation forces in Japan and island garrisons of the Pacific. The Ford Motor Company plant on Cerritos Channel was used during the war as an A.A.F. Intransit depot, through which 1,875,000 measurement tons of cargo were shipped overseas, from January 1, 1944 to VJ-Day.

The Army's port of embarkation operating in this part of California for 45 wartime months was charged with supplying the China-India-Burma theater and, in the closing months of the war, the Army operations in the Western Pacific. One of its final acts was the shipment to Germany of 1500 POWS, who sailed February 26 from Pier A, Long Beach, on the Liberty Ship Florence Nightingale.

#### SERVICEMEN'S CLUB

A Municipal Servicemen's Club was dedicated in Long Beach June 13, 1942. The club occupied the building at 350 East Ocean Boulevard, originally occupied by the Chamber of Commerce. The club in its first four years was host to 1,006,265 servicemen. During the year 1944-45 the attendance was 280,170, and in 1945-46, 312,539. The club was government-owned and operated by the Recreation Commission of Long Beach. The city purchased the club facilities from the Federal Government in August, 1946, for \$32,015, and continued to operate it as a servicemen's center.

#### WAR LOAN QUOTAS EXCEEDED.

Long Beach exceeded its quota in every War Loan drive throughout the Government's World War II financing program, and its aggregate excess over the quotas for all eight campaigns, including the Victory Loan drive late in 1945, was \$59,061,138. The quotas totaled \$130,000,000, and the gross

returns, at purchase price of bonds, were \$189,061,038. The returns exceeded the quotas by 45 per cent. William P. Graef, chairman of the Long Beach War Finance Committee throughout the entire war-financing program, was exceedingly proud of the city's notably fine record, one highly praised feature of which was the investment of about \$59,000,000 in Series "E" bonds alone, an extraordinarily large percentage of the total bond purchases.

S. S. Conklin was chairman of both the first and second War Loan campaigns; Graef headed the third, Julian Davis, the fourth; Russell Pavay, the fifth; Jack Horner, the sixth, and Ernest B. Webb, the seventh. All the chairmen named, and also Mrs. J. S. Bruce, chairman of the Women's Division, served as co-chairmen of the eighth (Victory Loan) campaign. Mrs. Walter H. Boyd was the first chairman of the Women's Division. Mrs. Bruce succeeded her in July, 1943. Quotas, gross returns and excess over quotas in all the World War II war-financing campaigns in Long Beach are shown in the following table:

	<i>Quota</i>	<i>Gross Returns</i>	<i>Over Quota</i>
First.....	\$ 4,000,000	\$ 6,000,000	\$ 2,000,000
Second.....	6,000,000	8,500,000	2,500,000
Third.....	17,000,000	22,121,000	5,121,000
Fourth.....	20,000,000	21,380,137	1,380,137
Fifth.....	23,500,000	25,500,000	2,000,000
Sixth.....	21,000,000	33,674,749	12,674,749
Seventh.....	21,400,000	45,915,974	24,515,974
Eighth.....	17,100,000	25,969,278	8,869,278
Total.....	\$130,000,000	\$189,061,138	\$59,061,138

#### SELECTIVE SERVICE BOARDS

Seven Selective Service Boards worked diligently in Long Beach during the war, devoting time and effort to thorough and conscientious performance of the important duty to which they were assigned. Personnel of the boards was as follows:

Board 271—W. F. Prisk, Walter T. Boyd, Jack Horner, Fred O'Brien, Clarence Wagner; Fred A. Watkins, appeal agent.

Board 272—B. B. Stakemiller, David Haynes, Cleveland Hayter, Dr. L. C. McDonald, A. B. Rosenfield; Stephen H. Underwood, appeal agent.

Board 273—E. K. Graeber, R. L. Bishoff, Heber Chapman; James Pawson, appeal agent. (The late Charles S. Henderson and George Nunn also served on this board.)

Board 274—James W. Hanbery, Julian R. Davis, Hubert Orvin Fox, Ross E. Hall, Earl B. Miller; Nathan Nagel, appeal agent.

Board 275—O. E. Farnham, Carl Fletcher, H. D. Pottenger; Roy Abel, appeal agent.

Board 276—Milo Phelps, Alexander L. Foster, William O. Wanzer, Harry G. Young; Henry D. Lawrence, appeal agent.

Board 277—Harold W. Ratcliffe, O. W. Holmes, Howard Zinser; Albert D. White, appeal agent.

#### VETERANS' ORGANIZATIONS

Arthur L. Peterson Post, No. 27, the first Legion Post in Long Beach, was reorganized in 1920, under that name, thus honoring the first Long Beach man killed in action overseas during World War I. A charter had been granted to the "Long Beach Post" in 1917. In 1927, Peterson Post had 720 members. In the 1940's, it was for six years the largest Legion Post in California. In 1946 its membership totaled 3570. In 1947, with 3,276, it still ranked first, but in 1948, it was third with 2,700.

There are now 10 Legion Posts in Long Beach, and one each in adjacent Signal Hill and Lakewood Village. Besides Arthur L. Peterson Post, the list includes Alamitos Bay Post No. 445; Dr. Carl L. Taylor Post, 490; Dorie Miller Post, 647; Houghton Park Post, 560; Karl B. Morgan Post, 493; Lakewood Village Post, 496; Long Beach Navy Post, 528; Long Beach Women's Post, 378; Naval Drydocks Post, 617; Samuel Thomas Post, 526; Flyers Post, 765 and Nimrod Post, 816. There is also in Long Beach a Canadian Legion Post, No. 14.

Other veterans organizations in Long Beach are: American Veterans of World War II, Post 13; Military Order of the Purple Heart, 210; Disabled American Veterans, 17; McKinley Camp, No. 23, U.S.W.V.; United Veterans' Council; Admiral John S. McCain Post 4851, Veterans of Foreign Wars; Admiral William Moffett Post, 667, V.F.W.; Booker T. Washington Post, 3344, V.F.W.

#### PURPLE HEART ORDER'S CHIEF

Clifford A. Parmenter of Long Beach was elected national commander of the Military Order of the Purple Heart at its annual convention in Milwaukee in August, 1948. Formerly senior vice-commander of the order, he is a past commander of Long Beach Chapter 210, which has a membership of about 150. Chapter 210 was organized in 1944. Warren E. Kerr was its commander during 1947 and 1948.

#### TWO CIVIL WAR VETERANS

Long Beach Post, 181, Grand Army of the Republic, was instituted September 18, 1887. In 1924, its membership reached its peak, 324. Its only



surviving member in 1948 was its Commander, Marcus E. Getter, who for nearly five years had been in Birmingham Hospital, Van Nuys, California, where he observed his 100th birthday, in July.

Also, during 1948, Charles L. Chappel, a resident of Long Beach, celebrated his 101st birthday at his home. He was Commander of Stanton Post, G.A.R. of Los Angeles at that time, and a Past Commander of the California-Nevada Department of the G.A.R.

#### HEADS GOLD STAR MOTHERS

In 1948, Mrs. Walter H. Boyd of Long Beach was elected president of American Gold Star Mothers, Inc., for the second time. She reasserted her determination to work for the establishment of a national Home for Gold Star Mothers, a project requiring, she said, two or three millions of dollars. A Memorial National Home Foundation was proposed. The organization's membership was 70,000 at that time, she stated. Mrs. Boyd's two sons were killed in their country's service.

#### FLEET RESERVE ASSOCIATION

Long Beach Branch 43, established in 1931, was said in 1948 to be the second largest of all the Branches of the Fleet Reserve Association. Its membership then was about 1900. Branch 43 was organized with 15 charter members. The Association's "California Region" is its largest regional subdivision. Charles P. Howe of Long Beach is vice-president of the Region. He formerly was President of the Long Beach Branch. Joseph Keehen was elected to that office in 1948.

### **American Red Cross**

The organization of Long Beach Chapter, American Red Cross, in February, 1917, its activities during World War I, and the services of Red Cross following the 1933 earthquake are mentioned in other chapters of this historical narrative. During World War II, the chapter grew, as John H. Mead, then chairman, said in the report for 1945, to become "one of the big businesses of the community."

"Big business," he continued, "in the sense that many of your dollars have been spent, many of your boys and your neighbors' boys have been benefited, and nearly all of our citizens have participated, in some way, in the activities of this great organization."

In Long Beach Chapter, as elsewhere throughout American Red Cross, every World War II year was a rushingly busy one both for Home Service

and for Volunteer Special Services. Impressive data may be cited here from the records for the peak year of 1944, and also from those of 1945, in which the activities of some of the services were greater. In those two years, the War Fund Campaigns here produced \$492,018 and \$384,657.

In 1944, Home Service responded to 26,449 requests for assistance from service men and their families; in 1945, the number seeking help increased 47 per cent, to 35,400. In 1944, 4,500 volunteer workers devoted 472,915 hours to Red Cross service; the number in production service was 2,527, who gave 346,321 hours to that work; 2,457,933 surgical dressings and 30,727 other articles of various kinds were made; Canteen corps had 110 workers, giving 26,019 hours; Staff Assistance, 117, and 25,855 hours; Motor Corps, 72 and 28,201 hours; Gray Ladies 48 and 12,967 hours; Nurses' Aides, 114 and 26,190 hours; Home Service Volunteers, 17 and 3,883 hours.

The number of Canteen workers increased to 143 in 1945, their hours of work to 39,430, and the number of meals they served increased tremendously, from 56,594 to 249,103. At the canteen which had been opened at the Ferrying Command Base, the corps' workers served 161,671 counter lunches and 18,229 box lunches were packed. During 1945, the Canteen Corps "caught the ships coming and going." Canteen workers were on hand many nights for ships that were leaving for the Pacific. Then, after VJ-Day, a deluge of returning ships arrived, day and night, and Canteen workers were constantly on call.

Motor Corps also had its busiest year in 1945. Its number of workers increased, and the number of miles driven grew from 115,000 in 1944 to 175,332 the following year. Veterans, returned servicemen, their dependents, repatriated prisoners landing at the harbor, all required transportation. Convalescent Naval Hospital patients were taken out for brief periods of entertainment.

Long Beach Chapter of Red Cross was delighted at the success of its Blood Donor Service department. During nine and one-half months of 1943, a total of 23,884 units of plasma was contributed. Two new records in the number of donors at any one meeting by a mobile unit were claimed by the Chapter that year. On September 28, donors numbered 435, and on October 1, that high mark was topped when 502 employees at the Long Beach Douglas Aircraft Company plant made blood contributions.

In 1944, the total number of plasma units given in the area of the Long Beach Chapter and its branches in Bellflower, Paramount (Hynes-Clearwater), and Artesia was increased by 43,482, of which 16,198 were procured in 51 visits to the Douglas plant and 7,540 were obtained in 21 visits to Roosevelt Base. The Long Beach total of 67,355 units at the end of 1944 was increased by 23,571 during the war period of 1945.

Through funds provided from the Chapter budget, "Camp and Hospital" furnished numerous dayrooms at various military establishments, planned Christmas celebrations and gifts for men in Long Beach Naval Hospital and at various military installations. The Arts and Skills Corps, started in 1944, was a Red Cross service by which Naval Hospital patients were taught to work in leather, metals, ceramics, weaving, wood carving and painting. In 1946, the number of men helped in this manner ranged as high as 402 a month.

Production, Motor Corps, Nurses' Aides and other volunteer service groups, including those whose work is in the Naval Hospital, are continuing their activities. The end of hostilities by no means indicated the termination of the great obligation of Red Cross service.

### **Many Services of AWVS**

The Long Beach Unit of the American Women's Voluntary Services, organized in the fall of 1941 under the leadership of Ann V. Craig and Virginia (Mrs. Don) Davis, rendered an invaluable contribution to the local war effort by establishing on the day following Pearl Harbor a Central Registration Bureau for women volunteering their time and energy to their Nation. Temporary headquarters in the Press-Telegram Building were moved to the City Hall as soon as Civilian Defense Headquarters were set up, and this patriotic women's organization, composed entirely of volunteers, functioned in a dual capacity, as an AWVS Unit as well as the Co-ordinator for the Women's Division of the Council of Defense. Thousands registered, their talents were recorded, they were fingerprinted and channeled to the spot or organization where they could serve most efficiently.

Besides acting as a clearing house for women's war efforts, AWVS met the unmet needs of the city's welfare agencies as well as of the armed services and opened information booths, War Bond booths, a housing bureau for women and classes in incendiary bomb control, and mobilized woman-power for ration boards, the Air Raid Control Center, air raid wardens and messengers, salvage, victory gardens, cannery workers, and librarians' assistants for the Naval Operating Base. Both WAVE and WAC Recruitment officers were assisted and 50,000 identification fingerprints, including those of school children, were made for Civilian Defense files by AWVS finger-printers, trained by the chief of the local Bureau of Identification. Other services were legion and the work and spirit of these women are another bright spot in our city's war history.



## XXII

### WORLD'S LARGEST AIRPLANE

Howard Hughes, multimillionaire industrialist, airplane builder and pilot, movie producer and sportsman, completed the world's largest airplane, the flying boat known as the Hercules, in a triple-basin dry dock at Long Beach Harbor in 1947, and made the first test flight in the giant craft on November 2, while plans for the second round of a "Senatorial probe" of his wartime plane-building contracts were being discussed in Washington.

The Hercules, which was named the HK-1 when Henry Kaiser was associated with Hughes in planning its construction, made its first flight, about a mile in length, at 70 feet above the bay in front of Long Beach, and subsequently returned to its \$200,000 dry dock.

The huge plywood flying boat is 219 feet long, its wingspread is 320 feet, and its rudder towers 80 feet above its keel. Its weight is 200 tons. A hydraulic system provides the 26,000 pounds of pressure required for moving its controls. The craft's eight engines provide 24,000 horsepower and its top speed in the air was estimated at 218 miles per hour, its cruising speed at 175, and its landing speed at 87 M.P.H. It was designed to carry 120,000 pounds of cargo and has room for 750 soldiers and their equipment. Its fuel capacity is 14,000 gallons.

The 28-mile trip of sections of the flying boat from the Hughes Aircraft Company's hangar-factory at Culver City to the Long Beach Harbor graving dock for which the War Production in July, 1945, authorized a \$203,000 expenditure, was believed the greatest overland job of its kind ever undertaken, and reportedly cost \$58,000.

The 68,000-pound wing sections, each 19 feet high, 49 feet wide and 158 feet long, called for special arrangements with the California Highway Patrol, and 26 utility companies had to reroute power lines to let the caravan squeeze by. Fifty-seven highway patrol and police officers were put on duty controlling traffic along Highway 101 during the trip. The fuselage, 37 feet high, 25 feet wide and weighing 123,000 pounds, was hauled over the same route afterward. The flying boat's own drydock provided a basin measuring 245 x 58 feet for the fuselage, and smaller ones for pontoons on the wing.

An \$110,000 sheet aluminum hangar, covering 26,000 square feet and with a maximal height of 86 feet, was to be built for the flying boat, a Hughes company spokesman said in August, 1948, but would not be erected until

after the giant craft was taken out for its next test flight, the date for which had not been set. The Hercules was still being protected by 77,450 square feet of flame-proofed canvas.

Howard Hughes and Henry J. Kaiser became associated in 1941 in the project of developing the giant flying boat through the designing, building and test-flying of a small scale model of the now completed Hercules. The huge craft, which was brought to Long Beach Harbor for completion and testing, represents the first full scale construction from the plans evolved.

The scale-model tests in June, 1943, resulted in the award of priorities by the WPB for materials for three full-size models, which were to be "rushed to completion." The Defense Plant Corporation allotted \$18,000,000 to "finance the experiments." In March, 1944, the WPB decided to abandon plans for the "heavy, giant planes of wood and plywood construction," but during the next month Hughes and Kaiser were authorized to "complete their experimental plywood skyfreighters, on which work had been halted after the Government spent \$10,000,000 on the project." According to Hughes, \$13,500,000 had been spent when the first contract was cancelled. Kaiser withdrew about that time. When the Hughes-Kaiser corporation was dissolved the flying boat "was re-named the H-4, as it is the fourth aircraft model designed by Howard Hughes," a company spokesman said.

In April, 1947, an Associated Press writer quoted Hughes as saying that when preliminary tests of the flying boat were completed "the total cost of the project will amount to about \$25,275,000" and that, in addition to Federal funds, he had spent on it more than \$6,000,000 of his own money.

In a Los Angeles dispatch in July, 1947, Hughes was quoted as follows: "I was not required under the original contract to put five cents into this project. I have invested nearly \$7,000,000 in it because of my belief and interest in aviation's future in this country . . . The obligation in the (flying boat) contract was completely fulfilled in February of this year."

## **XXIII**

### **DISASTERS**

#### **Earthquake in 1933**

In the greatest catastrophe in the known history of Southern California, an earthquake at 5:54 p.m., March 10, 1933, took a toll of 119 lives in Los Angeles and Orange Counties and caused damage estimated at \$45,000,000. Of the 93 fatalities in Los Angeles County, 52 were in Long Beach, where about 500 other persons suffered injuries requiring treatment in hospitals or first aid stations.

Somewhere along what is known as the Inglewood fault, presumably miles under the ocean at a point about four miles off Newport Beach, according to Dr. Beno Gutenberg, seismologist at the Carnegie Institution laboratory in Pasadena, a sudden slippage occurred at 5:54 P.M.

The temblor was felt strongly throughout much of the Pacific Southwest, but the zone of most severe damage, according to the Millikan Technical Committee, "extended longitudinally from Seal Beach almost to Inglewood, and from the ocean to a general line through Huntington Park and Santa Ana, with the greatest destruction in Long Beach and Compton." Southwesterly of the fault zone, moderate damage occurred in San Pedro and in the area north of the Palos Verdes Hills, but the effect was slight elsewhere, the report pointed out, while northeasterly of the Inglewood fault, "the zone of moderate damage was more extensive, in that it included the business district and the southern part of the city of Los Angeles and most of the towns located on the coastal plain in Los Angeles and Orange Counties.

Ten persons were killed in Compton, seven in Los Angeles, six in Huntington Park and from one to three in each of a number of other cities and towns.

Most of those who lost their lives were dashing out of buildings when they were struck by bricks or materials or structural ornaments shaken from exterior walls, columns or roofs.

In the midst of tragic disaster, Long Beach citizens gave fervent thanks that the temblor had not struck a few hours earlier, when the school buildings, which the quake wrecked so extensively, were thronged with many thousands of children. The play "Little Women" was given in Jefferson Junior High



School that afternoon, and the school's auditorium was filled to capacity until 5:30, the audience consisting almost entirely of children.

Members of the cast, and the director and assistant director were in the building at the time of the quake. All escaped though the structure was demolished.

The Police Department directed rescue and relief work from impromptu outdoor headquarters. The Fire Department, four of whose members were crushed, two fatally, by falling walls at No. 1 Station, successfully fought numerous blazes. Admiral Richard H. Leigh, Commander in Chief of the United States Fleet, sent 4,500 sailors and Marines ashore to patrol the city and give all possible help. Shortly after the quake, the Admiral notified City Manager E. S. Dobbin that the forces of the Navy were at his command.

Long Beach hospitals were damaged heavily, St. Mary's so extensively that an entire new building was required. At Seaside Hospital, sections of walls fell. A child was born there as the earth shuddered. In another room, surgeons continued a mastoid operation until the crisis was passed. Hundreds of injured were attended at Seaside and Community Hospitals during that night and the next few days.

The American Red Cross, Salvation Army, veterans organizations and other groups were rendering aid shortly after the temblor. Relief caravans, with loads of provisions and bedding, rolled in during the night from other cities and towns. Main refugee camps were established in Bixby, Recreation, Houghton and Silverado Parks, where more than 1,000 tents were set up. Colonel O. C. Wyman, U.S.A., Director of the Bureau of County Welfare, was put in charge of providing food, by Seth G. Howard, Adjutant General of California. He procured more than 1,488,000 pounds of food from the United Food Depots in Los Angeles for distribution through an Emergency Food Depot in the National Guard Armory in Long Beach, according to a report made later by Captain George W. Oertly of the National Guard, who was receiving and disbursing officer at the Armory. An earlier report, March 17, showed that the number of meals served daily at the relief centers had averaged 73,370.

Water service was uninterrupted throughout almost all of the city, enabling firemen to subdue a score of blazes. The Southern California Edison power plant was not damaged, and electric light and power services were off only four and one-half minutes. Gas service was not restored to the entire city until March 28. Five Gas Department employees turned off valves in two gas plants, saving the city from the danger of disastrous fires due to gas leaks.

W. H. Partridge, Gas Department superintendent, reported that, "by actual count, 2,200 residences and other buildings had been jolted off foundations or

demolished." The Edison Company distributed 100 electric ranges for "community use" with no charge for ranges or electricity.

On the day following the quake, the City Council persuaded Charles S. Henderson, a former City Manager, to accept appointment as co-ordinator of relief and rehabilitation work in Long Beach. He was given dictatorial powers, at a meeting at which also were present Governor James Rolph, Jr., of California, and other state officials as well as county officers and Admiral Leigh, U.S.N. Henderson appointed an advisory committee including Mayor Asa E. Fickling, City Manager Dobbin, C. A. Buffum, Julian R. Davis, J. E. Hatch, Bruce Mason, W. F. Prisk, and Lloyd Leedon. Col. Charles W. Decker, U.S.A., Los Angeles health officer, was named medical co-ordinator. Henderson, with his assistant, Lawrence A. Collins, and members of the committee, maintained general supervision over Long Beach affairs until March 22.

Disaster relief headquarters of the Red Cross were opened at Ocean and Locust in two one-story frame buildings, each 20 x 100 feet in area, which were built in one day for that purpose. A. L. Shafer, disaster relief director, was in charge. The headquarters were maintained until August 1. The total amount spent in Long Beach and vicinity by the Red Cross for rehabilitation and relief was \$411,000. Families receiving aid numbered 3,318, of whom 1,714 were given help in rehabilitation.

On March 13, the State Legislature voted \$50,000 for emergency relief in the way of food and clothing, in the earthquake area, and a little later appropriated \$150,000 for rehabilitation work. Of that amount, Long Beach received about \$67,000.

Four days after the temblor, the United States Senate passed a bill appropriating \$5,000,000 as an outright gift for relief, but Henderson and city officials telegraphed Washington that Long Beach was not "asking charity." Instead, the messages stated, an amendment of the RFC Act was desired, which would permit the loan of RFC funds for rehabilitation. A joint resolution approved by the Senate and House on March 17 provided that loans totaling not more than \$5,000,000 could be made, through non-profit corporations organized for the purpose, before January 1, 1934. On June 16 an amendment raised the limit on loans to \$20,000,000 for repair and reconstruction of "buildings damaged by earthquake, fire, tornado or cyclone," and still later "floods" were included also. Of the \$20,000,000 total, \$8,000,000 was for rehabilitation of private property and \$12,000,000 for repairing or reconstructing buildings of "cities, political subdivisions, public agencies and school districts."

To distribute the Federal funds in collateraled loans throughout the entire earthquake area, the Unified Rehabilitation Corporation was established, with Henderson its president. In about three months the URC began

putting out the RFC money, the loans bearing  $4\frac{1}{2}$  per cent interest and first mortgages on all property to be rehabilitated being given to the government. Loans were reported made as follows: Individual loans through RFC, \$2,358,940; school loans through RFC, \$5,000,000, and also individual loans through PWA, \$114,900.

"Of about \$8,000,000 loaned through RFC," Henderson said, "77 per cent was distributed in Long Beach." Reconstruction in Long Beach was aided also by payments of about \$1,650,000 in earthquake insurance.

Tax exemptions in the amount of \$36,836 were allowed by the City Council in approving claims of earthquake damage to the amount of \$2,489,300, filed by property owners. The total of such claims filed was \$6,296,575. Tax exemptions disallowed amounted to \$56,395.

As a result of the quake, new State and municipal measures were enacted requiring greater regard for horizontal forces in the construction of buildings of any kind. The strictest requirements were imposed upon school construction. The Joint Technical Committee on Earthquake Protection recommended, in a report made public June 14, that "all structures above the ground should possess a strength sufficient to withstand, as a minimum, a horizontal force equal to ten per cent of the vertical weight of the structure." The first new State building measure enacted after the quake was introduced by State Assemblyman Harry B. Riley, of Long Beach.

Class A construction in Long Beach suffered little damage. The Municipal Auditorium, Public Utilities Building and the 15-story Villa Rivera apartment hotel, tallest Long Beach building and the home of many ranking Navy officers, escaped structural damage, as did numerous other prominent hotel and apartment buildings. City Hall rehabilitation however, cost, \$343,590. Pacific Coast Club repairs cost \$158,000. Ebell Clubhouse repairs, \$52,000; Elks Club rehabilitation, \$25,000; restoration of the Y.M.C.A. building, \$40,000; Y.W.C.A. building repairs, \$21,500. About \$2,500,000 was spent on rehabilitating and modernizing 250 mercantile structures. The Press-Telegram Building would have escaped serious damage had not a large water tank, shaken from its moorings on the roof, crashed through two floors and wrecked the building's south wall. Reconstruction cost \$70,000 and a \$20,000 addition was built at the same time. The Press-Telegram and Morning Sun were published at the Pasadena Star-News plant until March 18.

Most Long Beach industrial plants suffered only minor damage. The same was true of Long Beach Harbor and Signal Hill oil field construction.

Repairs and rebuilding actually started in Long Beach, the day after the quake. Temporary frame construction and repairs amounting to \$100,000 had been authorized by the City Building Department by March 18. During that month, 3,665 permits were issued by that Department. From March to Decem-



ber, expenditures on repairs and alterations totaled \$4,902,345 and \$1,273,460 was expended on new construction.

(Editors note: Data on earthquake damage to schools, churches, the Public Library and the Long Beach Post Office are given in separate articles, under appropriate headings, elsewhere in this volume.)

## **Empire Day Tragedy**

The most frightful catastrophe in Long Beach history, prior to the 1933 earthquake, and which claimed 50 lives, only two fewer than that subsequent disaster's toll, occurred May 25, 1913, when the Pine Avenue Pier approach to the main entrance of the old Municipal Auditorium suddenly collapsed.

A section about 40 feet square gave way and carried with it about 350 men, women and children, on through the platform of the pier's lower deck and to the sand below. That night 36 were known to be dead and 175 injury cases had been listed.

Other deaths were reported, as months passed, and still others several years later, due to injuries suffered in the crash.

Thousands of visitors had come to Long Beach for a gala "Empire Day" celebration which had been planned under auspices of former Britishers' organizations. Tragedy struck shortly before noon.

A long parade had moved through the city streets, and a growing crowd gathered in front of the closed doors of the Auditorium's main entrance. A program of music and speeches was to be given in the large hall. At about 11:33, the structure of the approach collapsed. Of the 36 killed in the crash or who died almost immediately thereafter, from suffocation or other causes, were 20 Long Beach residents. The others were from other Southern California cities, with one exception, Mrs. George Chafor, of Canada.

Long Beach physicians, nurses, police officers and all available ambulances were rushed to the scene and other aid came from Los Angeles. The town's two hospitals soon were crowded to capacity, and many private homes were opened for treatment of the injured.

The following night, Sunday, a Citizens Relief Committee was organized for the purpose of guaranteeing to meet all expenses of disaster sufferers. Its members included P. E. Hatch, C. J. Walker, B. F. Tucker, A. L. Parmley and others. It was agreed that a special relief tax levy would be necessary. Citizens signed pledges guaranteeing to meet relief bills if the election failed, and local banks advanced money without interest, while local physicians and surgeons gave professional services without cost. The relief tax levy was voted June 18 by a nine to one majority, a 20-cent tax assuring a relief fund of \$60,000.

Damage suits against the city in the amount of \$3,507,005 followed the disaster. A Los Angeles attorney who represented 30 other plaintiffs also, made a test case of the suit filed by the husband and son of Mrs. Chafor, who asked \$15,000 because of her death. The trial lasted 17 days, and the plaintiffs were awarded \$7,500. The jurors had debated the question of the amount of damages for several hours. There was an immediate announcement that the case would be carried to the State Supreme court in a writ of error. The higher court sustained the judgment by Judge Paul K. McCormick in the Los Angeles County Superior Court.

It was contended in the trial that the city had no knowledge of alleged "hidden defects" in weakened girders under the pier or auditorium. The plaintiffs had claimed that girders beneath the portion that collapsed were decayed.

There were 175 such suits against the city. Judgments totaled \$25,750. Settlements which were agreed upon involved \$346,417.70. The total payment required was about 11 per cent of the aggregate amount asked. In 1919, a funding bond issue of \$353,000 was voted for settling the suits. The Auditorium was repaired and strengthened, and, after being reoccupied in February, 1915, was utilized until a new Municipal Auditorium of reinforced concrete and steel was completed in 1932.

### **Fatal Explosion**

A little less than three months after the 1933 earthquake, another disaster visited Long Beach, taking a toll of nine lives and causing vast property damage. A violent explosion occurred at 2 p.m., June 2, at an absorption plant of the Richfield Oil Company, at Twenty-seventh Street and Lime Avenue. This shattered homes and other structures within a radius of several blocks, destroyed oil derricks, storage tanks and machinery in the vicinity and broke plate glass windows miles away. The identity of some of the explosion's victims could be established only by metallic objects which had been in their possession.

Hundreds of firemen, policemen, sailors, Marines and volunteers fought for four hours to subdue flames which threatened much wider damage. Thousands of barrels of crude oil escaped from wrecked storage tanks. Dikes were built hastily to control its flow.

Within 50 minutes after the explosion, patrols of sailors and Marines were on duty throughout a wide area, guarding property and offering assistance just as was done by the men of the Fleet after the earthquake.

The American Red Cross, whose earthquake rehabilitation relief headquarters were still located on Ocean Boulevard, appropriated \$25,000 for relief work and A. J. Shafer, Pacific Coast manager, returned from San Francisco to take charge.

As a result of the explosion, about 400 public liability claims and about 1,500 property damage claims were presented. In settlement of the former there had been paid \$180,000 and in settlement of the latter \$193,000, up to April, 1935, according to Gibson, Dunn & Crutcher, Los Angeles attorneys. Only four public liability cases and 12 property damages cases remained open at that time.

The Richfield Company had "endeavored to do everything within its power to make certain that all just claims be accorded prompt attention," the attorneys stated.

### **1906 Hotel Crash**

Ten workmen were killed and a score of others injured when the central portion of the reinforced concrete structure destined to become a famous Long Beach hotel collapsed, November 9, 1906. The cornerstone of the hostelry had been laid July 20 of that year. In the face of the cornerstone was carved "Hotel Bixby." About 140 men were at work on the building's construction when, at about 9:40 A.M., the fifth and sixth floors of the central section gave way, without warning, tearing loose from the west wing of the structure and carrying down, also, the lower floors.

A coroner's jury found "no person criminally liable." Work on the hotel was resumed November 21. Announcement was made, a few months later, that the hostelry had been renamed Hotel Virginia. Jotham Bixby, original president of the hotel corporation, had asked that the name be changed because of the disaster. The Virginia, opened March 31, 1908, was closed October 1, 1932, for economic reasons, and torn down in 1933. The hotel had represented a total investment of \$1,250,000.



## **XXIV**

### **MEMORABLE AQUATIC EVENTS**

#### **Olympic Games Rowing Races**

The Long Beach Marine Stadium was the scene of all the rowing races of the 1932 Olympic Games. During the five days, beginning August 9, when outstanding oarsmen of many countries provided the ultimate in rowing race thrills, attendance at the Stadium totaled 121,000. The final event in the competition between eight-oar crews was declared by race officials "the greatest rowing spectacle ever seen in America."

The University of California crew, representing the United States, increased its stroke to the "unprecedented pace" of 44 to defeat the Italian crew in that climactic race by one-fifth of a second. The winning boat's time over the 2,000 meter course was 6:37.6. Canada's crew finished third, in 6:40.4, and Great Britain's was fourth in 6:40.8. Crews from Japan, Germany, Brazil and New Zealand had completed in preliminary eight-oar heats.

The United States, Great Britain, Germany and Italy, in that order, led in total scores in all kinds of rowing competition, with 38, 26, 20 and 17 points, respectively.

When the Olympic Games Committee was seeking a body of water suitable for the rowing contests, its members agreed that the water sports lagoon which Long Beach had dredged in connection with Recreation Park development would provide an ideal 2,000-meter course if straightened by removal of a sandbar near one end of it. The city put the course in shape and fenced the area, and Olympic Games funds were drawn upon for certain permanent improvements, including boat houses, grandstands, and driveways. The Olympic Games Star boat races were held on the bay in front of Long Beach. Other 1932 Olympic Games events were held in Los Angeles.

#### **Other Stadium Events**

The Pacific Rowing Association's first regatta was held at the Marine Stadium, August 27, 1942, when the Vancouver Rowing Club won four out of six awards, including the perpetual trophy for the four-oar championship

of the Coast, which the San Diego club had held since 1925. As early as 1907, however, the San Diego Rowing Club had been defeated by Stanford University in four-oar and single scull events on a mile course at Alamitos Bay, presumably the first rowing races ever held in this vicinity.

In April, 1933, the University of Washington crew defeated the University of California eight by two boat lengths on the Stadium course, with the first crew organized on the Los Angeles campus of the State University eight lengths behind the winner.

On July 7 and 8, that year, the first National Intercollegiate Rowing Regatta on the Pacific Coast brought the University of Washington, University of California, Cornell, Yale, Harvard and U.C.L.A. into competition at the Marine Stadium. Again the University of Washington won, finishing a mere eight feet ahead of the Yale crew, with Cornell three lengths behind Yale and the same distance ahead of Harvard. University of California crews from both the Berkeley and Los Angeles campuses were eliminated in trial heats.

High school rowing regattas also were held at the Stadium during several years following the Olympic Games. In recent years, speedboat racing has been the chief attraction on this Long Beach course, with participants from many cities.

### **National A. A. U. Meet**

A reported outlay of \$25,000 was involved in preparing for and staging the National A.A.U. swimming and diving championships in the Colorado Lagoon, July 3, 4, 5 and 6 in 1930. An eight-lane course, 100 meters long, and high diving platforms were prepared. American records were made by Buster Crabbe, George Kojak, Helen Madison and L. Spence. The three first named also broke five world records.

### **Catalina Channel Swim**

A prize of \$25,000, offered by the late William Wrigley, Jr., to the winner of a swimming race in January, 1927, from Santa Catalina Island to the mainland, was won by 17-year-old George Young, of Toronto, Canada. Young reached the shore at Point Vicente, near San Pedro, at 3:05:35 A.M., January 17, 15 hours, 47 (plus) minutes after the start from the island isthmus.

Ninety-six swimmers, including 12 women, started in the grueling contest. A prize of \$15,000 had been offered for the first woman completing the

swim, and Mr. Wrigley also announced that if a woman won the race the prize would be increased to \$40,000. No woman completed a swim across the channel until Mrs. Myrtle Huddleston, one of the race entrants, tried it again on February 5, and reached the mainland in 20 hours, 42 minutes.

### **Rowboat Marathon**

In June, 1927, the channel was the scene of another extraordinary contest, a rowboat marathon from Long Beach to Catalina. There were 68 entrants. Frank Hagney, of Hollywood, formerly of Australia, covered the 26-mile course in five hours, 41 minutes, to win the \$1,000 first prize. Major J. Goodsell, of Australia, finished second, 12 minutes later; and Carl Jorgenson, of San Pedro, finished one minute behind Goodsell. The second and third prizes were, respectively, \$500 and \$250. Another prize of \$250 was given to Miss Marie Krog, the first woman finishing the race.



## XXV

### CITIZENS POLITICALLY HONORED

Numerous Long Beach citizens have been honored with State, Congressional and County offices. Frank F. Merriam, a resident here since 1910, was Governor of California from 1934 to 1939. He had served five terms in the State Assembly and four years in the State Senate before he was elected Lieutenant Governor in 1931. Taking the gubernatorial chair in 1934, following the death of Governor James Rolph, Jr., he was retained as Governor by the votes of 1,138,620 Californians that November, when his plurality over Upton Sinclair, Democratic candidate and internationally known author, was 259,000. Sinclair campaigned for his EPIC (End poverty in California) plan.

The following Long Beach residents have been elected to Congress: Charles F. Van de Water, Republican, 1920; Walter F. Lineberger, Republican, who served three terms after having been elected in 1921 to fill the vacancy caused by Mr. Van de Water's death in an automobile accident; in 1932, John H. Burke, Democrat; in 1934 and again in 1936, Byron Scott, Democrat; in 1938, Mayor Thomas M. Eaton, Republican, who died during the Congressional term; in 1940 and again in 1942, Ward Johnson, Republican; in 1944, Clyde Doyle, Democrat, and in 1946, Captain Willis W. Bradley, U.S.N. (RET), Republican.

A reapportionment bill passed in 1931 provided for eight Congressional Representatives from Los Angeles County and placed Long Beach in the 18th Congressional District. Previously, Long Beach had been in the old Ninth District, said to have been the largest Congressional District in the United States.

Joseph A. Rominger was elected to the State Senate in 1918 and again in 1922. Ralph H. Clock was elected to the Senate in 1930 and in 1943 was appointed to serve out the unexpired term of Superior Judge Myers.

Paul Peek of Long Beach was elected to the State Assembly in 1936 and again in 1938, being chosen Speaker of the 1939 session. He resigned in 1940 to become Secretary of State, and in 1942 was appointed by Governor Culbert Olson as a Judge of the District Court of Appeals. In 1944 he was re-elected to that office, which he still holds.

Brewster C. Kenyon of Long Beach was elected to the Assembly in 1894 and again in 1906, W. E. Hinshaw in 1910 and Joseph A. Rominger in 1914 and 1916. Subsequent Long Beach members of the Assembly have been

Morgan Keaton, James K. Reid, Harry B. Riley, later State Controller; John G. Clark, Ira S. Hatch, Maurice Atkinson, Fred N. Howser, Lorne Middough, William S. Grant and Carl Fletcher.

Attorney Henry C. Dillon, who built a large home on Signal Hill in 1889, was County Attorney of Los Angeles County from 1892 to 1894.

About 50 years after Dillon's election as County Attorney, another Long Beach resident, Attorney Fred N. Howser, became District Attorney of Los Angeles County, appointed to that office by the County Supervisors to succeed John A. Dockweiler, who died. Howser was retained in the office at the next election, and in 1946 was elected Attorney General of the State of California.

## XXVI

### SIGNAL HILL; LAKEWOOD

#### A City Within a City

The city of Signal Hill, two and one quarter square miles in area, with a population of about 4,000 in 1948 and an assessed valuation of some \$20,000,000, is entirely surrounded by Long Beach. A little less than three years after the Signal Hill oil field burst into the nation's headlines, residents of the Hill area voted, 334 to 211, for incorporation as a city of the sixth class. Efforts to arouse interest of Signal Hill people in annexation of that area to Long Beach caused the incorporation movement, instead.

The incorporation election was on April 7, 1924. During that year the already famous field produced more than 60,000,000 barrels of oil. The first assessed valuation total for the newly incorporated city was \$34,000,000. Signal Hill was said then to exceed in wealth any city of like size in the United States. Its first tax rate was 35 cents on each \$100 assessed valuation. In 1948, the rate was 70 cents.

"The city is debt-free and probably will remain so for many years," said City Clerk Heber Chapman in 1948. "Our water department is showing a profit of about \$1,000 a month, and about \$55,000 is in its reserve fund. We expect our tax rate to remain at its present level for at least several years. Oil represents about 65 per cent of our assessed valuation. Few new wells have been drilled recently, but there are 940 on production within our city limits.

"Building permit valuations in the year ending March 31, 1948, totaled \$618,000, almost equally divided between residential and industrial. Very little of this was for oil derricks.

"Our City Hall, built in 1933, cost \$60,000, and our Fire Station, built a year earlier, \$9,000. We have 12 miles of hard-surfaced streets and 20 miles of streets that are rolled and graded."

"Signal Hill's Fire Department personnel includes Chief E. L. Albrecht, Sr., and 12 firemen, and its equipment consists of two large fire-fighting units and an ambulance and the Chief's car. Police Department personnel comprises Chief Ted Murphy, a police matron and nine policemen."

Mrs. Jessie Nelson was the first Mayor of Signal Hill. She and her husband, Z. T. Nelson, were leaders in the incorporation movement and the incor-



poration election was held in their home. The former Nelson property is now the site of the City Hall. Other Signal Hill Mayors have been successively: William E. Hinshaw, who held the office 15 years; Gordon Lee Shawver, E. K. Graeber and the incumbent, William J. Hobba. George H. Cooper, Signal Hill's first City Clerk, held that office until 1942.

Many attractive homes had been built on Signal Hill before the oil discovery. In the earliest days of Long Beach, various pioneer families had productive lemon orchards on the hill, but shipping costs at that time made lemon growing unprofitable. Later, large vegetable gardens, chiefly cultivated by Japanese, covered many acres.

That Indians built signal fires on the hill "centuries ago" is one often repeated story as to the origin of its name. Another ascribed it to somewhat more recent signals, reporting the approach of ships. However, in 1946, the acting director of the Coast and Geodetic Survey of the Department of Commerce, made the following statement, in response to an inquiry: "Triangulation Station Los Cerritos was established on Signal Hill in 1853. A signal was built over this station, when it was established, and signals have been built over it at various times since. It is therefore quite possible that this is the reason for the name Signal Hill." Further official information stated that "the station site was lost in 1932, in the grading of Panorama Drive," and that a new station, designated as "Signal Hill, 1932," was established north of the intersection of Signal Hill Boulevard and Panorama Drive.

An inquiry was addressed to the Coast and Geodetic Survey office after J. Wesley Gaines and members of the Bixby families had told of a tower erected on the hill many years ago "as a marker for surveyors."

Some of the early Bixbys stated their preference for El Cerrito (The Little Hill) as a name for the hill. It was called Mount Cerritos by at least one advertiser in the Long Beach Journal in 1888.

## **Lakewood**

The "official opening" of Lakewood Village, just outside the city of Long Beach and in the 7,000-acre Montana Ranch, was an event of September, 1934. Born "in the depth of the depression," predictions of "a steady growth" for the tract have been more than fulfilled. In 1948, the population of Lakewood Village was reported as 7,000, the number of owner-occupied homes in the unincorporated community being 2,000. There were "only 35 vacant lots" in the area.

On the day of the "official opening," four lots were sold. Construction of the first house in the Village-to-be was begun the following week.

Lakewood Village now has a thriving business district, including a bank, a theater and modern stores. It has an active Chamber of Commerce and a live Business Men's Association.

The campus of Long Beach City College, Liberal Arts Division, comprises 29.8 acres in Lakewood Village, and the community has a junior high school and two elementary schools, also in the Long Beach Unified School District. Attractive churches and a public library are among the community's assets.

Notable tournaments have been played on the golf course of the Lakewood Country Club, which was completed in 1933, and the championship grass courts of the Lakewood Tennis Club, also the scene of numerous largely-attended tournaments, have attracted some of the world's most famous racquet stars.

Adjacent to Lakewood Village is the Lakewood City development, which was announced as a \$15,000,000 project in 1941, and in 1948 was described by Griffith, Walker and Lee, Inc., as a "long-range, \$36,000,000 building program." A 583-home project was nearing completion and almost sold out, and the developers asserted that homes scheduled to be constructed soon would comprise "the largest new building project in Southern California."

Real estate and building activity was stimulated extensively in Lakewood Village when, in 1940, ground was broken nearby for the Douglas Aircraft Company plant.





# **BIOGRAPHICAL**









*Jotham Bixby*

## **Jotham Bixby**

Jotham Bixby, "Father of Long Beach," one-time owner of the present sites of Long Beach, Los Cerritos, Llewellyn, Hynes, and Clearwater, all embodies in the Rancho Los Cerritos, which he purchased in 1866, was one of that hardy, intelligent, efficient, and far-seeing group of early California pioneers.

The spirit, the desire, and the ability to combat difficulties involved in settling new countries seems a part of the Bixby family heritage. Its English ancestors were pioneers, Joseph Bixby having been an early Puritan settler in Massachusetts. Amasa and Fanny Bixby, parents of Jotham Bixby, reared eight sons and two daughters. All of them, urged by their inherited fondness for travel, adventure, and achievement, came eventually to California.

Jotham Bixby and his older brother, Marcellus, two of the most adventurous of the eight sons, booked passage aboard the Samuel Appleton, a clipper ship, to San Francisco on March 1, 1852. They embarked at Boston and 180 days—six months—later, landed at San Francisco.

The brothers went from placer mining to sheep ranching and beginning with about one thousand head, valued then at six dollars each, soon multiplied their flock and until the drought of 1863 and 1864, were unusually successful. Taking advantage of free grazing land in San Luis Obispo County, offered by the government, they saved most of their sheep, an enormous crop of acorns carrying them through the crux of the disaster.

Immediately after the drought Marcellus sold one-half of his interest in the business to the firm of Flint, Bixby & Company whose officials included one other Bixby brother, Lewellyn, and two cousins, Benjamin and Thomas Flint. This firm was well established and operating on an extensive scale and through them the new firm of J. Bixby & Company, with Jotham Bixby as half owner and manager, was formed and enabled to buy lands in Southern California and abandon the uncertain practice of grazing on free ranges.

Rancho Los Cerritos, present site of Long Beach and farming districts heretofore mentioned, was bought by the newly formed company in 1866 from John Temple, well-known trader and landholder.

The price was \$20,000 for the 27,000 acres purchased. The rancho was paid for from the first two clips of wool sold by the new owners.

With this purchase and the logical management of the vast tract of land under the skillful hands of Mr. Bixby, an era of steady progress began. Disbanded soldiers, following the Civil War, came west and started farming

settlements, choosing the fertile lands of the San Gabriel and other irrigable valleys of the county. The first sales from Los Cerritos were made along the northern boundary and then followed 1400 acres to the Wilmington colony and later in 1884 six thousand acres were sold to the California Cooperative Colony and four thousand acres to the American Colony Tract. Here is situated the City of Long Beach.

At the time of his death, Mr. Bixby still retained personally some thirty-five hundred acres of the rancho surrounding the original adobe ranch house where he devoted much of his time to directing operations of the dairy, raising of live stock, barley, and alfalfa.

He acquired other extensive properties including sixteen thousand acres of the Los Palos Verdes Rancho, six thousand acres of farming land in the Los Alamitos Rancho, six thousand acres of Rancho Santiago de Santa Ana in Orange County, an orange ranch in Temescal Canyon, Riverside County, and interests in Arizona, Long Beach, Los Angeles, and other localities.

Mr. Bixby was elected president of the first bank established in Long Beach, then called The Bank of Long Beach. He remained its head until the time of his death, and was largely responsible for its steady, rapid, and sound growth based on a policy of conservatism. His judgment, fairness, and ability to cope with any situation is remembered vividly by his scores of business associates.

In 1862 at San Juan, in San Benito County, Mr. Bixby married Margaret Winslow Hathaway, following an engagement made some time before when Mr. Bixby was on a trip to his old home in Maine. Miss Hathaway undertook a long steamer trip and a journey across the Isthmus of Panama in order to marry Mr. Bixby at his California home. Here, their first son, George Hathaway Bixby, was born. Later at Los Cerritos and Los Angeles six more children were born.

Mrs. Bixby was a daughter of the Rev. George W. Hathaway of Skowhegan, Maine, who was a graduate of Williams College and Andover Theological Seminary and who, during the Civil War, served as chaplain of the Ninth Regiment of Maine Volunteer Infantry.

Mr. and Mrs. Bixby were the parents of seven children. They were George H., Mary H., Margaret H., Harry Llewellyn, Rosamond Read, Fanny Weston, and Jotham Winslow Bixby.

Mr. Bixby died in 1917 affectionately known in the community as "The Father of Long Beach." He was 86 years of age. Mrs. Bixby died ten years later at Monrovia, aged 84. She bore the reputation of an ideal pioneer woman and was noted throughout the west for her extensive philanthropic work.







*George H. Bixby*

## **George H. Bixby**

George H. Bixby was born on July 4, 1864, at San Juan Batista, about two years before his parents moved to Rancho Los Cerritos. He was the eldest son of Mr. and Mrs. Jotham Bixby, his father having been commonly referred to as the "Father of Long Beach," many references to whom will be found elsewhere in this volume.

George H. Bixby graduated from Yale University in 1886, and was his father's successor in handling much of the family's business interests in Long Beach. He had the distinction of having been a member of the first Long Beach City Board of Trustees in 1888, elected at the time of the town's original incorporation. He became president of the Los Angeles Dock and Terminal Company, which really started the Long Beach inner harbor. He had extensive property holdings and business interests not only in Long Beach but elsewhere in Southern California. As president of Bixby Development Company and director in Long Beach Consolidated Oil Company and Alamitos Land Company, he aided in the oil development of this area. Many other Long Beach people were interested in these companies and profited from their participation. He was also president of both the Jotham Bixby Company and the Bixby Land Company for many years. Other official positions which he held included directorship in the Seaside Investment Company, owners and operators of the old Virginia Hotel, and the vice-presidency of the National Bank of Long Beach and presidency of the Long Beach Savings Bank and Trust Company. He was also a director of the Long Beach Steamship Company, owners of the steamships Paraiso and Alavarado, built in the Craig Shipyards here.

Mr. Bixby was a member of the original Los Angeles County Highway Commission, of which he served as chairman for some years. He was a member of the California Club of Los Angeles and the Elks Lodge of Long Beach. He was also interested in numerous other civic and philanthropic activities.

He married Miss Amelia M. E. Andrews on August 31, 1887, and to them were born four sons and two daughters.

Mr. Bixby passed away in December, 1922, following which his widow continued to a large extent in charge of the family property and business interests.

## **Amelia M. E. Bixby**

Amelia M. E. Bixby, widow of the late George H. Bixby and daughter of Mr. and Mrs. Joshua Andrews, was an old-time resident of Long Beach and prominent in business, social, and philanthropic circles for many years. She was born in Toronto, Canada, in 1867 and came with her parents to



Southern California when about seven years old, crossing the Isthmus of Panama. The Andrews family settled in the Los Nietos Valley and lived in Norwalk when their daughter was married in 1887. Her parents moved to Long Beach shortly after her marriage, acquiring a twenty-acre piece of land at the northeast corner of Hill Street and California Avenue where they erected one of the first brick residences in this locality. They had a sizeable lemon grove and the farm was held intact until the Pacific Electric Railway was built across the property. Mrs. Bixby's parents, like those of her husband, passed the remainder of their lives in Long Beach.

For many years, the home of Mr. and Mrs. George H. Bixby was on a large and artistically landscaped lot on the northwest corner of American Avenue and Bixy Road. The acreage subsequently was subdivided after the commodious residence which they had built and occupied for many years was sold.

Mrs. Bixby took an active part in the management and control of the extensive family interests after her husband passed away in 1922. She is credited with having been an exceptionally able business woman and was president and the active head of the Amelia M. E. Bixby Company for a long time.

Mrs. Bixby was a member of the First Congregational Church from the time she became a resident of Long Beach. She was greatly interested in the founding of the Community Hospital and took an important part in bringing about the success of that project. She served as a member of the board of directors of the hospital association and rendered commendable service to the institution in this capacity. She was also deeply interested in the work of the Y.W.C.A., and her keen business judgment was of great value when she served as a member of the advisory committee, which had much to do with the association's \$400,000 building project at Sixth Street and Pacific Avenue in 1924.

Mrs. Bixby passed away on December 31, 1945. She is survived by four sons, two daughters, and fifteen grandchildren. Two sons, Richard A. and Philip L., reside in Long Beach; David W. resides in Pasadena; and the fourth son, Stephen L., lives in Globe, Arizona. The daughters are Margaret W., the wife of J. Morgan Lupher of San Marino, and Barbara L., the wife of Wayne Thornburg, of Phoenix, Arizona.

### **Richard A. Bixby**

Richard A. Bixby, son of the late George H. and Amelia M. E. Bixby, was born in Los Angeles on January 25, 1891. He was educated at Phillips Andover Academy and at Sheffield Scientific School of Yale University, having been a member of the Class of 1912 at that institution.



*Amelia M. E. Bixby*





As a young man, Mr. Bixby became associated with the family business interests and served as secretary of the Bixy Land Company, and for two years he was with the Craig Shipbuilding Company.

For a few years prior to and during World War I, he was engaged in cattle and hog raising in Mariposa County. Returning to Long Beach, he rejoined the Bixby offices, continuing until 1924, when he became interested in an automobile tire concern. In 1931, he again became active in the family companies, and currently is vice-president of the Jotham Bixby Company and president of the Amelia M. E. Bixby Company, having filled the latter position since the death of his mother.

Mr. Bixby is a member of the Elks Lodge and his college fraternity is Phi Gamma Delta.

He married Grace E. Crawford, formerly of Walla Walla, Washington. He has a daughter, Margaret, by a prior marriage, now the wife of Mr. H. K. S. Yap, of Honolulu.

### **Lewellyn Bixby**

The desire of the Bixby family to excel in venturesome pursuits and, with some unusual inborn public spirit that each possesses, to aid in the progress of the human race, is powerfully illustrated in the frontier existence of Lewellyn Bixby, Southern California civic leader, who was seventy-one years old at his death in Los Angeles on December 5, 1896. He had driven sheep and cattle across the plains from Illinois to California; he once operated a stage line between San Diego and San Francisco; he had been a rancher and had owned and operated a factory. In direct contrast, he began his business life as a school teacher in a well civilized community in Maine.

Mr. Bixby, who was born in Norridgewock, Maine, on October 4, 1825, was the son of Amasa Bixby and Fanny (Weston) Bixby and a grandson of Solomon and Lucy (Taylor) Bixby. Solomon Bixby and his father, Samuel Bixby, were soldiers of the Revolutionary War. Amasa Bixby, the father of Lewellyn Bixby, served in the militia during the war of 1812. He was a farmer by occupation. He had twelve children, two of whom died in childhood, the remaining ten all coming to California in its early days.

Receiving an education planned to prepare him for a career as educator, Lewellyn Bixby went to the public schools at Swokhegan, Maine, and then was sent to the Bloomfield Academy. He taught school for a short time but the lure of California and its gold-filled land was too strong. In 1851, in company with his brother, Amasa Bixby, and his cousin, Dr. Thomas Flint, he sailed for the Isthmus of Panama, crossed it, set sail again and arrived in San Francisco on July 4, 1851.

They followed the gold strike to Amador County, remaining there at Volcano for a year and a half. In 1853 Mr. Bixby and his cousins, Dr. Thomas and Benjamin Flint, formed the Flint, Bixby & Company organization. Together they drove sheep and cattle across the plains from Illinois, the sheep being among the first to be brought to the coast.

Adopting sheep raising as their business the firm became known as one of the most successful wool growers and landholders in the West. Their possessions included the San Justo Ranch in San Benito County, the Huerhuero Ranch in San Luis Obispo County, a part ownership of the Cerritos, the Alamitos and the Palos Verdes in Los Angeles County. At one time they held a half interest in the San Joaquin Ranch, later known as the Irvine Ranch.

Flint, Bixby & Company, in addition to their sheep and cattle business, were instrumental in building the first sugar beet factory in the West, at Alvarado. They also owned and operated the Coast Line Stage Company, carrying mail, express, and passengers between San Diego and San Francisco.

Aside from his business activities Llewellyn Bixby was very much interested, very well informed, and very active in all civic and public affairs. His progressive influence was strongly felt in San Juan Bautista, near where he owned the San Justo ranch and lived from 1855 until 1877. From there he moved to Los Angeles where he resided until the time of his death in 1896. For many years he was a trustee of the First Congregational Church in Los Angeles.

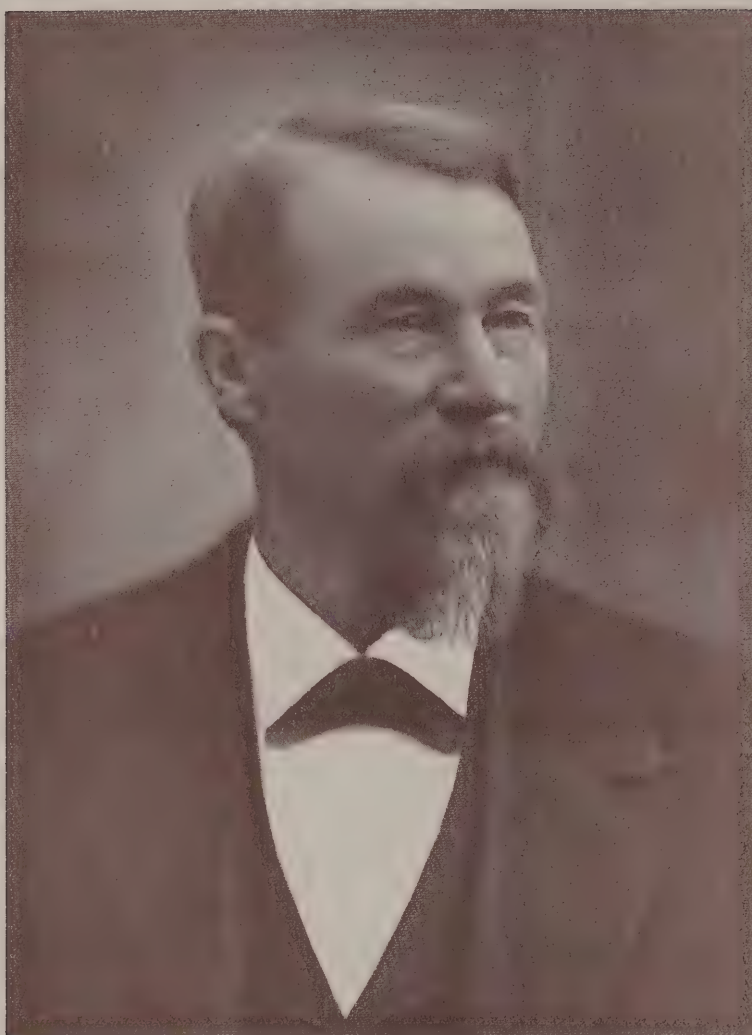
Mr. Bixby first married Sarah C. Hathaway. Later he married her sister, Mary Hathaway, on September 28, 1870. They were daughters of the Rev. George W. and Mary Susanna (Locke) Hathaway and sisters of Margaret (the wife of Jotham Bixby) and Susan (the wife of John W. Bixby). Mrs. Mary Bixby died on March 2, 1882. By her marriage she became the mother of two daughters and a son: Sarah Hathaway Bixby, who married Arthur Maxon Smith; Anne Locke Bixby, who married Dr. Theodore Chamberlin, of Concord, Mass., and Llewellyn Bixby.

### **Llewellyn Bixby**

Llewellyn Bixby, member of the pioneer Long Beach family, was prominent in the business, civic and cultural life of the community for three decades. Despite his extensive business interests, Mr. Bixby found time to participate in many community affairs, and was particularly interested in charitable and educational activities. Possessed of a friendly, cheerful personality, he was held in high esteem by a host of friends throughout the Southland.







*Lewellyn Bixby*



*Llewellyn Bixby*





Mr. Bixby was born in Los Angeles August 21, 1879, and passed away in Long Beach on January 26, 1942. He was the only son of Lewellyn Bixby, the first of the Bixby family to come to California.

After two years at Los Angeles High School, Mr. Bixby entered the preparatory department of Pomona College and graduated in the academic department in 1901. He then went East to the Massachusetts Institute of Technology, taking the civil engineering course, and obtained a degree of Bachelor of Science, conferred on him in 1904. Returning to Los Angeles, Mr. Bixby studied law in the offices of Hahn & Hahn in Pasadena but his work there was interrupted in 1905, when it became necessary for him to associate himself with the family interests in the Bixby enterprises in Long Beach.

From the time of his graduation Mr. Bixby maintained a personal interest in the welfare of Pomona College of which he was a trustee at the time of his death. He was a member of the University Club of Los Angeles and the Pacific Coast Club, and the Virginia Country Club of Long Beach. His church was the Congregational.

Mr. Bixby's business interests were numerous. He was president of the Bixby Land Company, vice-president of the Alamitos Land Company, president of the Soft Water Laundry Company of Long Beach, vice-president of the Los Angeles Dock & Terminal Company, vice-president of the Jotham Bixby Company, and chairman of the advisory board of the Long Beach branch of the Security-First National Bank of Los Angeles.

Miss Avis Smith became the wife of Mr. Bixby on August 26, 1901. She survives him with two children: Avis Hathaway, the wife of Paul H. Dudley, a geologist with the Richfield Oil Company in Long Beach; and Llewellyn Bixby, Jr.

Golf and mountain trips were Mr. Bixby's favorite relaxations. For years he was a familiar figure on the Virginia Country Club links, and as a member of the Sierra Club, he made frequent trips through the California mountains.

Mr. Bixby's numerous business connections, plus his knowledge of human nature and sound judgment, made him an advisor among his many associates, and his counsel was frequently sought by others. While his business interests occupied the greater part of his time, Mr. Bixby was nevertheless a home-loving man, and took particular pride in the reconstructed hacienda of the Rancho Los Cerritos—the original structure of which was erected about 1844 by Don Juan Temple, and restored by Mr. Bixby in 1930.

### **Llewellyn Bixby, Jr.**

Llewellyn Bixby, Jr., is a worthy third generation representative in Long Beach of the noted Bixby family which has been outstandingly prominent in the growth and development of Long Beach for well over half a century.

Llewellyn Bixby, Jr., was born in Los Angeles on July 30, 1908, son of Llewellyn and Avis (Smith) Bixby. His father was president of the Bixby Land Company for many years, vice-president of the Alamitos Land Company, vice-president of the Jotham Bixby Company, and officially connected with various other business and financial interests of Long Beach.

The subject of this sketch received his elementary and high school education in Long Beach and is a graduate of Pomona College, class of 1930. As a young man he followed various occupations, including real estate and building, and since 1941 he has been identified with the family interests. He is currently president of the Bixby Land Company, vice-president of the Alamitos Land Company, vice-president of the Long Beach Dock and Terminal Company, president of the Soft Water Laundry Company, and a partner in the Cadwalader Elmquist Company, developing agents for the Jotham Bixby Company. In most of the above mentioned capacities, Mr. Bixby took his father's place following his death in 1942.

The former Miss Betty Lewis, daughter of Mr. and Mrs. R. C. Lewis, became the wife of Mr. Bixby. They have three children, Llewellyn IV, Jean Elizabeth and Barbara Avis.

Mr. Bixby is Staff Commodore of the Alamitos Bay Yacht Club, and he derives his greatest pleasure in sailing with members of his family—all of whom are lovers of the water.

In addition to his other affiliations, Mr. Bixby is a member of the Virginia Country Club and the Kiwanis Club of Long Beach.

### **John William Bixby**

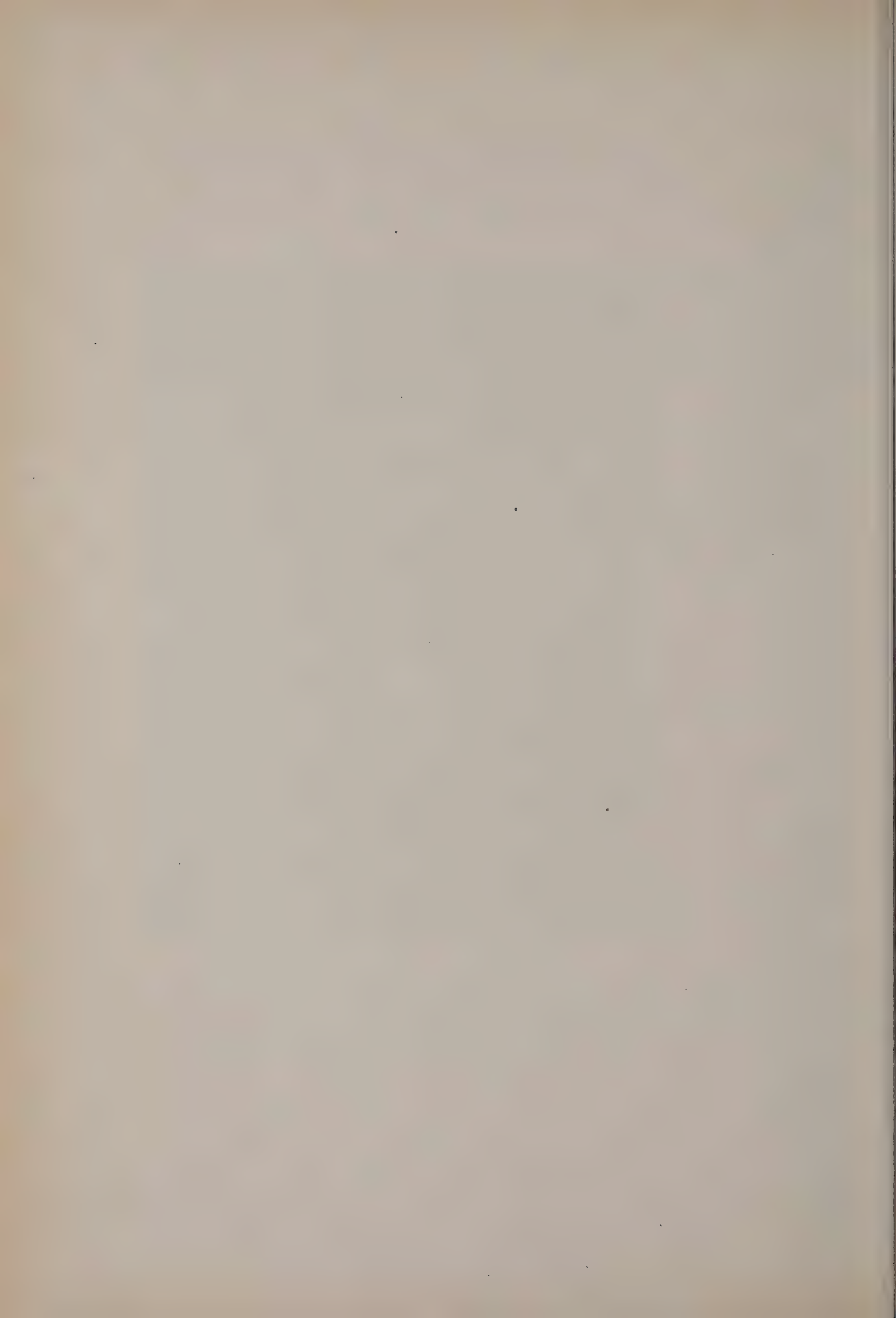
A gentleman farmer in the complete sense of the word insofar as Americans accept it—with sheep, cattle, blooded horses, the first registered Holsteins in the South, Shetland ponies, a score of employees—this was the lot of John William Bixby.

His effort and unquenchable energy of his progenitors which was inherited by their sons were responsible for his fortune. He saw the opportunity of obtaining the Rancho Los Alamitos. He arranged an organization to buy it. He managed it. And he managed it with irreproachable success. What his ultimate fortune would have been, had he lived, can only be estimated. For at



*John W. Bixby*





the age of thirty-eight, in the prime of his life and at the peak of his first success, on the second of May in 1887, death robbed John W. Bixby of his heritage.

He was born at Anson, Maine, on May 25, 1848. His parents were Simon and Deborah Norton (Flint) Bixby. The father, born at Norridgewock, Maine, was one of the descendants of Joseph Bixby who emigrated to this country from Suffolk, England, about 1638 to settle in Massachusetts. He was responsible for the vast family of Bixbys, members of which are to be found in every section of the United States. John W. Bixby belonged to the sixth generation in America.

Until the age of twenty-one John Bixby remained at home taking advantage of the system of education that had been outlined by his parents (he was the ninth of the children), learning what he could from books, and learning to play the violin, a pleasing talent that he carried through life. In the winters, when the weather was too cold for farming, Mr. Bixby taught in the Normal School of his native town.

On coming to California in his early twenties he was given employment by his cousin, Jotham Bixby, at the Cerritos Ranch. He married Susanna Patterson Hathaway, daughter of the Rev. George Whitefield and Mary Susanna (Locke) Hathaway, of Skowhegan, Maine. The happy couple settled in Wilmington where his son, Fred Hathaway Bixby, was born. It was while living here that the Rancho Los Alamitos came on the market. He organized a company for its purchase, becoming a third owner and manager. The others were I. W. Hellman, Los Angeles banker, and J. Bixby & Company.

Under Mr. Bixby, the ranch showed excellent development. He seemed to be imbued with all of the practical ranch knowledge that his ancestors, all of them farmers, had acquired. He stocked the ranch with sheep and cattle and blooded horses. He was among the first to introduce registered Holstein cattle in Southern California. He also bought two fine stallions and a dozen Shetland ponies.

The Alamitos Ranch dairy sold milk and cream and butter and Mr. Bixby, taking advantage of every opportunity, operated a cheese factory as well, the product becoming the vogue of Southern California residents. He was among the first to observe the coming trend of small package goods and arranged butter and cheese in pound packages for retail sales. Until then, it had generally been weighed out on scales and wrapped in butch paper for delivery to the customer.

After the founding of Long Beach, in which Mr. Bixby was a factor, he became extremely interested in the development of the city. He was a member of the board that built the first school; he planned the town of Alamitos Beach on the part of the ranch adjoining Long Beach; he chose names of the north

and south streets of the original Alamitos tract—beautiful Spanish names, euphonious, and running in alphabetical order. Mr. Bixby set aside the land for Bixby Park and he himself planted the trees which are now its greatest beauty. But in the midst of this development death ended his efforts.

A man of many talents and hobbies, with a pleasing personal charm, great business ability and foresight, Mr. Bixby led a life of extreme worthwhile activity. As a hobby, he was a skilled cabinet maker and created a number of pieces of furniture for his ranch home. In politics, he was a Republican, and his religious affiliation was with the Congregational Church.

Mr. and Mrs. John W. Bixby were the parents of a son, Fred Hathaway Bixby, of Long Beach, and a daughter, Susanna Patterson Bixby, who married Dr. Ernest A. Bryant of Los Angeles.

### **Fred Hathaway Bixby**

One of the most outstanding citizens of Los Angeles County, and the last of the noted Bixby family to continue ranching as a vocation is Fred H. Bixby, whose 3,000 acres of land on the southeastern outskirts of Long Beach comprising what remains of the Rancho Los Alamitos, constitutes an exceedingly important agricultural development. The raising of beef cattle, draft horses, mules, hogs, grain, and general farm produce on a large scale are Mr. Bixby's chief activities on the ranch.

Born in Wilmington on April 20, 1875, the son of Mr. and Mrs. John W. Bixby, Fred H. Bixby received his early education in Long Beach schools. Later he attended a private school in Los Angeles, and the Belmont Military School in San Mateo County. He next entered the University of California, graduating there in 1898, and there he met his future wife, then Miss Florence Elizabeth Green, a native of San Francisco, and also a member of the class of 1898. Mr. and Mrs. Bixby have had five children: Katherine, the wife of Preston Hotchkis of Los Angeles; Florence Elizabeth, the wife of E. L. Janeway; Deborah, the wife of R. C. Green of Berkeley; John L., who is deceased, and Fred H., Jr.

In addition to the care of his Rancho Los Alamitos, Mr. Bixby has had numerous other interests. For nineteen years he was one of the directors of the State Agricultural Society, having been appointed by five different governors, and is now President of that organization; he was a member of an Agricultural Conference called by former President Calvin Coolidge; he was President of the California Cattlemen's Association in 1920; he served as President of the American National Livestock Association in 1922, 1923, 1924 and 1925; and he has been a director of the California State Chamber of Commerce. He is president of the Alamitos Land Company.





*Fred H. Bixby*



Mr. Bixby's club affiliations include the Pacific Coast Club and the Virginia Country Club of Long Beach, the California Club, the University Club of Los Angeles and the Bohemian Club of San Francisco. His college fraternity is Delta Kappa Epsilon, and he is now President of the Southern California Alumni Association.

A particular activity of Mr. Bixby for many years past has been the raising of fine horses, and he has won numerous blue ribbons at horse shows and fairs throughout the state.

The hacienda of the Rancho Los Alamitos is believed to have been erected about 1778, and is the oldest landmark in the vicinity of Long Beach. It was rehabilitated by Fred Bixby's parents about 1877, and he has added to it and made modern improvements on several occasions. However, it still has the design and appearance of a fine old Spanish structure, and it was selected by the Advisory Committee of the Historic American Building Survey to be recorded in the Library of Congress.

Mrs. Bixby was born in San Francisco and lived in Berkeley prior to her marriage. She has been a very prominent woman in Southern California, having given generously of her time for philanthropic activities. For thirty-five years she was President of the Long Beach Day Nursery, and is a Trustee of the Adelaide Tichenor Orthopedic Clinic. For several years she has been on the Board of Scripps College in Claremont and also on the Board of the Los Angeles County Museum. Mrs. Bixby is also a member of the Board of the Community Hospital of Long Beach and she is a member of the Ebell Club in this city and also of the University Women's Club.

### **John F. Craig**

One of the largest industries of any kind in Long Beach is the Craig Shipbuilding Company, established as the pioneer industry in Long Beach Harbor, in 1907 by John F. Craig, who is still active as Chairman of its Board of Directors.

Mr. Craig was born at Gibraltar, Michigan, May 18th, 1868, a son of John and Annie Losee Craig, both of whom were natives of New York City. Mr. Craig received his education in the public schools of his native state and at the Michigan State Normal School. When he was quite young his family moved to Trenton, Michigan, where a shipyard, then known as John Craig and Sons, was established by his father. When only twenty-one years of age, Mr. Craig moved to Toledo, Ohio, where another shipyard was established by the Craig family. Here he remained for eighteen years and then came to California and established his business in Long Beach. The plant here has now



been in continuous operation for over forty years. The total value of the ships manufactured would aggregate many millions of dollars. During the course of World War I, approximately four thousand men were employed building vessels for the U. S. Shipping Board, and during World War II, the plant was run at full capacity building and converting ships for the U. S. Government.

During the course of his many years of residence in Long Beach, Mr. Craig has had various other interests in addition to shipbuilding, namely, banking, oil tool manufacturing, dredging, real estate development and the mercantile trade. For a number of years he has been President of the Mausoleum Park, Inc.

Among organizations in which Mr. Craig holds membership are the various Masonic bodies in Long Beach, as well as Al Malaikah Shrine Temple of Los Angeles, the Virginia Country Club and Pacific Coast Club of this city. Yachting, hunting and golf have been Mr. Craig's recreational diversions, having been Commodore of the Interlake Yachting Association, in 1905. He is also a member of the Society of Naval Architects & Marine Engineers.

On September 30th, 1890, Mr. Craig married Miss Edith Ruth Saunders, and five children have been born to this union: Ruth Craig Merrell, Ann V. Craig, John Craig II, James G. Craig and George L. Craig II.

Perhaps Mr. Craig's greatest interest, apart from his own business, was his service on the Long Beach Harbor Commission, of which, for a period, he was President. As one in a business able to realize the importance of the Harbor to Long Beach, his efforts were long directed to its development and improvement, and considerable credit is due to a few such farsighted individuals for Long Beach now possessing such an excellent commercial harbor.

## **John Craig II**

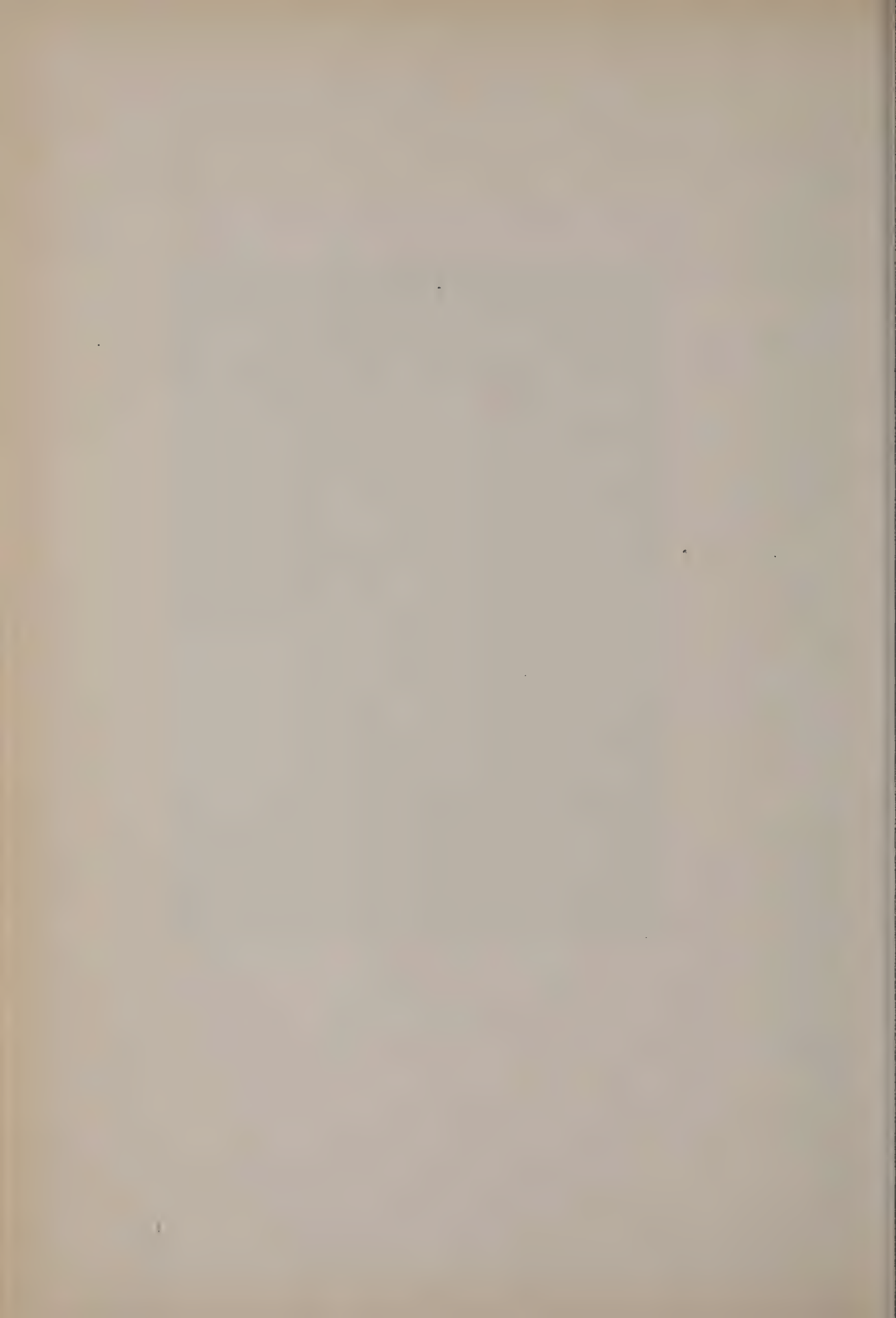
John Craig II, who is Vice-President and Secretary of the Craig Shipbuilding Company of Long Beach, was born in Toledo, Ohio, on September 24, 1893, son of John F. and Esther Ruth (Saunders) Craig. His education was received in Long Beach and at the Belmont School for Boys in San Mateo County. Subsequently, he spent two years at Stanford University.

Mr. Craig's first business experience was with the North Bend Mill and Lumber Company of Coos Bay, Oregon. After about a year and a half there, he joined his father's business, the Craig Shipbuilding Company, in Long Beach, and has been identified with this huge business ever since.

He has had financial and official connection with a number of other businesses here and at the present time is a member of the Advisory Board of



*John F. Craig*





the main office in Long Beach of the Security-First National Bank of Los Angeles.

Mr. Craig married Miss Martha C. Collins, a native of Indiana, who came to Long Beach in 1905. Two children have been born to this union: Willa Edith, the wife of Roger Case, and John F. II.

Fraternally, Mr. Craig is a member of Palos Verdes Lodge No. 389, F. & A. M. He also belongs to the local Elks Lodge. Other affiliations include the Pacific Coast Club and the Virginia Country Club and the Bilge and Propellor Clubs.

### **James C. Craig**

James C. Craig was born in Toledo, Ohio, August 22nd, 1895, son of John F. and Edith Ruth (Saunders) Craig. He attended the public schools of Toledo, Ohio, and Long Beach, completing his high school education at Belmont School. He then entered Stanford University (Class of 1918) attending for three years.

For over thirty years Mr. Craig has been identified with shipbuilding and ship repair and during these years has been President of the Craig Shipbuilding Company. He is a Founder-Director of the Western Bank of Long Beach and has had various other business interests here during the past thirty years. The former Miss Evelyn Certia, of Fort Wayne, Indiana, became his wife in November of 1922 and they have two sons: James C., Jr., and Robert C. Craig.

Prominent in fraternal and club circles, Mr. Craig is a member of Palos Verdes Lodge, F. & A. M., in Long Beach. He is also a life member of the Long Beach Lodge of Elks. His recreation is hunting and golf, being a member of the Virginia Country Club, the Pacific Coast Club, Farmers Duck Club, Bear River Club and California Indians. He is also a member of American Bureau of Shipping, Society of Naval Architects & Marine Engineers, and is a Director of the Shipbuilders Council of America. His college fraternity is Delta Chi.

### **George L. Craig II**

General manager and vice-president of Mausoleum Park, Inc., founders and owners of Angeles Abbey Mausoleum, George L. Craig II, a Long Beach resident since boyhood, is a successful and civic-minded business executive.

First president of the Junior Chamber of Commerce, following its reorganization in 1932 as an independent civic group after having been known since 1926 as the Young Men's Division of the Chamber of Commerce, Mr.

Craig was president of the Rotary Club in 1945-46 and in 1947 was elected president of the Virginia Country Club.

He is a son of Mr. and Mrs. John F. Craig, and was born in Toledo, Ohio, August 13, 1904. He attended Long Beach grammar and high schools, being graduated from Polytechnic High School in 1921. He was a member of the high school's football team. He subsequently attended the University of Oregon three and one-half years.

His first business position was with a prominent Long Beach real estate company. He resigned to become an employee of the Western Trust & Savings, now the Western Bank. He remained there until he entered his present business. He also is vice-president of the Craig Shipbuilding Company.

Mr. Craig married Miss Margaret Carson of Long Beach, who also had attended grammar and high schools here. They have a daughter, Miss Ann Craig, who was graduated from Polytechnic High School in 1946 and then entered the University of Southern California.

Located on East Compton Boulevard in Compton, Angeles Abbey Mausoleum comprises six mausoleum buildings of striking architecture and beautiful memory gardens. The buildings are of earthquake-resistive construction and suffered no damage in the major shocks of March, 1933. The corridor of the intimate chapel is one of the most beautiful sections of the mausoleum. Adjoining corridors conceal all memorials from view. All corridors are flooded with sunshine, from above and from artistic bay windows. At night, the glow of many hidden lights illuminates the Tower of Memories and its companion spires atop the much-admired structure.

## **Patrick J. Quinn**

Patrick J. Quinn was one of the most highly revered of the long-time citizens and business men of Long Beach. He was a resident of the community for over thirty years, and in addition to his business interests, he was prominent in civic, fraternal and church circles. His sense of civic duty expressed itself in furthering such projects as the Municipal Auditorium, development of the Harbor and the Metropolitan Water District.

A native of County Tyrone, Ireland, Mr. Quinn was born on July 31, 1882. He came to the United States in 1899, locating first in Philadelphia. In 1912, he moved to Phoenix, Arizona, and originated the cafeteria business in that city. After five years in Phoenix, he moved to Long Beach. For about two years, he followed the restaurant business in this city, and then entered the real estate business, in which line of activity he was interested until the end of his life, with the exception of a year which he again spent in Phoenix during 1935-1936.



*Patrick J. Quinn*





Mr. Quinn was a former member of the Board of Directors of the Long Beach Realty Board and was past chairman of the group. He was the founder and first president of the Belmont Shore District Improvement Association, in which area he had important property interests. He had also served as appraiser for the Reconstruction Finance Corporation in this area and also for the Home Owners Loan Corporation. He was the founder of the Quinn Mortgage Company, and during the latter years of his life maintained his offices in his home on Orange Avenue.

It is interesting to note that Mr. Quinn had one of the first oil wells on Signal Hill, soon after the discovery of oil in that locality. Outside of his extensive and successful business activities, perhaps Mr. Quinn's most absorbing interest was in his church, St. Anthony's Catholic Parish. In 1937, he was chairman of the day and made the principal address when St. Anthony's Hospital was dedicated by Bishop Cantwell. Very prominent in the Knights of Columbus, he was Past Grand Knight, Past Faithful Navigator, and a member of the 4th Degree of Long Beach Council No. 987. He was also affiliated with Long Beach Elks Lodge No. 888.

Mr. Quinn married Mary Ann Doherty, a native of County Donegal, Ireland. She survives him with six children: Marie (Mrs. Earl Sechrest), of Long Beach; John, of Long Beach; James, of Riverside; Kathleen (Mrs. Richard I. Johnson), of Pasadena; Theresa, of Long Beach; and Richard.

Mr. Quinn passed away on May 4, 1948. In the course of an eulogy of him, the Long Beach Press-Telegram said:

"Patrick Joseph Quinn, whose death this week ended 31 active years in Long Beach, was a good citizen in the best sense of that phrase. Home, community and church were his major interests. His community and his parish, St. Anthony's, no less than his family, are bereaved by his passing . . . His example will remain as a positive influence on those who take over the civic tasks for which he volunteered."

## **Roland G. Swaffield**

The career of Roland G. Swaffield, leading lawyer of Long Beach, is one of inspiration and outstanding accomplishment. Beginning life with few of the advantages of the average American youth, Mr. Swaffield, through indomitable energy and ability, and entirely through his own efforts, has risen to a foremost position among lawyers of the Pacific Coast.

He was born in Coldwater, Michigan, on January 7, 1884, son of Eugene M. and Celia N. Swaffield. His father was a blacksmith by trade, and served for several years as City Marshall and was also a member of the City Council

of Coldwater. The son attended public schools in his native state, graduating from high school in 1902, and then entered the law school of the University of Michigan, where he received his degree of LL.B. in 1906. It is worthy of note that he paid his way through college by working at various kinds of jobs. He took out one year from college to work at the plant of the Illinois Steel Company, where for twelve hours of labor he was paid \$1.75 per day. However, he has valued this experience all his life, as he gained an insight into the lives of working men.

Following his graduation from law school, Mr. Swaffield took up practice in his home town of Coldwater, but as prospects were not bright in this community for a young lawyer, he decided to go West.

With total assets of \$25.00, he purchased a ticket to St. Louis, his ultimate goal being Prescott, Arizona, which latter city he selected because in those days it was known as the wildest of the wild west communities. His plan was to travel westward, working at various places en route to pay his expenses. Reaching St. Louis, he found it impossible to obtain a job there because of not being a member of a union. So, after a few days, having almost run out of funds, he went to the railroad station, deciding to spend the night on the benches there. As an indication of how some small event often changes the entire course of one's life, while at the station he picked up a newspaper and, looking through the "help wanted" columns, saw an advertisement for street car men to "ship tonight." He followed up the advertisement and got a job with the street railways in San Francisco. After working for the electric car company in San Francisco for several months, he decided to come south and obtained a job on a freighter to Los Angeles. Reaching that city, he endeavored to obtain work there, but failing to do so he came to Long Beach, where he was told work was available. Arriving in this city with only a few dollars in his pocket, he pawned his watch to pay his room rent, and the following day obtained work mixing concrete for a retaining wall which was being built in the city. The same contractor also did the job for the erection of what was formerly known as the First National Bank Building and Mr. Swaffield worked on that for a time.

Needless to say, these labor jobs were not very remunerative. It was finally suggested to him that he obtain a selling job, and he did so in Los Angeles, selling mining machinery. In the course of a very short time he had accumulated \$400 in this employment. He then went back to Michigan to marry his boyhood sweetheart, Miss Grace Irene Butterworth. They came back to Long Beach and with capital of \$185 Mr. Swaffield opened a law office.

This was the beginning of his practice in Long Beach, which, during the course of the years has grown to tremendous proportions. He has handled many of the most noteworthy cases tried in Southern California, and has long





*Roland G. Swaffield*



been accorded a place in the front rank of his profession. He is widely recognized as a proven and able attorney, a skilled pleader and sound advisor. In trial work, he has few, if any, superiors in the state. While now practicing along, for a number of years he was associated with his brother, Phil M. Swaffield, under the firm name of Swaffield and Swaffield. For several years they maintained offices in Los Angeles as well as in Long Beach.

Mr. Swaffield has been a member of the board of directors of financial and other corporations, including the old Marine Bank, and he is counsel for a number of large corporations.

Mr. Swaffield is a veteran of World War I, having been commissioned Captain in the Coast Artillery. During World War II, he was a member of the O.P.A. Board and the Long Beach Council of Defense named him Chief Air Raid Warden. He is a member of the Arthur L. Peterson Post of the American Legion and is a charter member of the Virginia Country Club. He also belongs to the Southern California Tuna Club, the Tuna Club, Elks Lodge No. 888, Odd Fellows, Knights of Pythias, and Eagles.

The two daughters of Mr. and Mrs. Swaffield are: Roberta Grace, the wife of Eph Griffin, an oil operator of Wichita Falls, Texas; and Nancy Nell, the wife of Joseph J. Bogdanovich, President of the French Sardine Co. of Terminal Island.

## **Will J. Reid**

President of the Hancock Oil Company of California since its organization and identified with numerous business, civic and philanthropic organizations of Long Beach, Will J. Reid has for many years been one of the active progressive citizens of this city. Always willing to aid any worthy cause, he has given generously of his time and means for anything of benefit to the community.

Mr. Reid was born at St. Thomas, North Dakota, on May 6, 1889. His late father, Alexander Reid, was a farmer in the northwest. His mother was the former Mary Bates.

After receiving his preliminary schooling in his native state, Mr. Reid attended high school and the University of Edmonton, Alberta, Canada.

Mr. Reid's residence in Long Beach came about in an unusual way. He visited here in the fall of 1911 to spend a short vacation. He was so impressed with the future possibilities of the city, and with its charm as a place of residence, that he decided to remain. His first business conquest, which was the basis of his future financial success as insurance head and oil company executive, was the organization of the Inter-Insurance Exchange of the Tuna Fishermen of Southern California. Until that time it had been impossible



for albacore or tuna fishermen to obtain insurance on their boats. The business was deemed too hazardous. So Mr. Reid worked without competition insuring ninety per cent of the fishing fleet of California for many years, and gained his first stake. He put the profits from this business into the Hancock Oil Company, which he assisted his brother-in-law, J. W. Hancock, in organizing, becoming its first and only president.

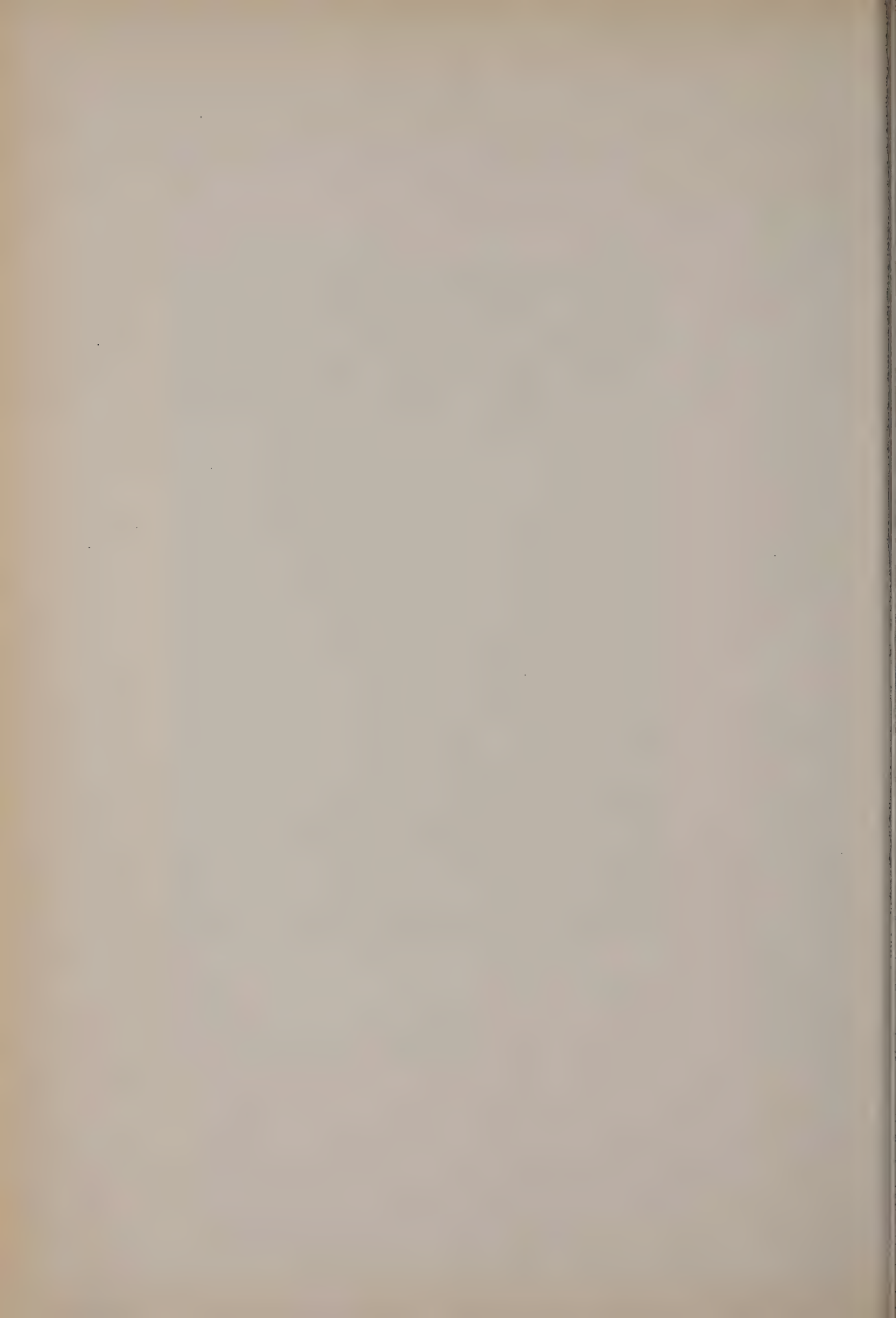
Under Mr. Reid's active direction, since the death of Mr. Hancock in 1929, the Hancock Oil Company has become the outstanding independent oil company in the West. The company are producers, refiners and marketers, and in addition to selling huge quantities of gasoline in three western states, the company has for many years done a very large foreign export business in heavy oils through its Marine Terminal, and sales to United States and foreign Navies, as well. Some of its customers are the largest steamship companies of the world. Besides opening producing wells in many California fields, the company has leases in several western states.

Mr. Reid was appointed to represent the California oil industry as one of the two representatives from the Pacific Coast on President Roosevelt's Planning and Coordination Committee, which acted as the code authority for the petroleum industry of the nation during the recent war. This important committee, which was made up of the outstanding oil men of the United States, was one of the essential units of the N.R.A. and Mr. Reid's connection therewith necessitated numerous trips to Washington for committee meetings.

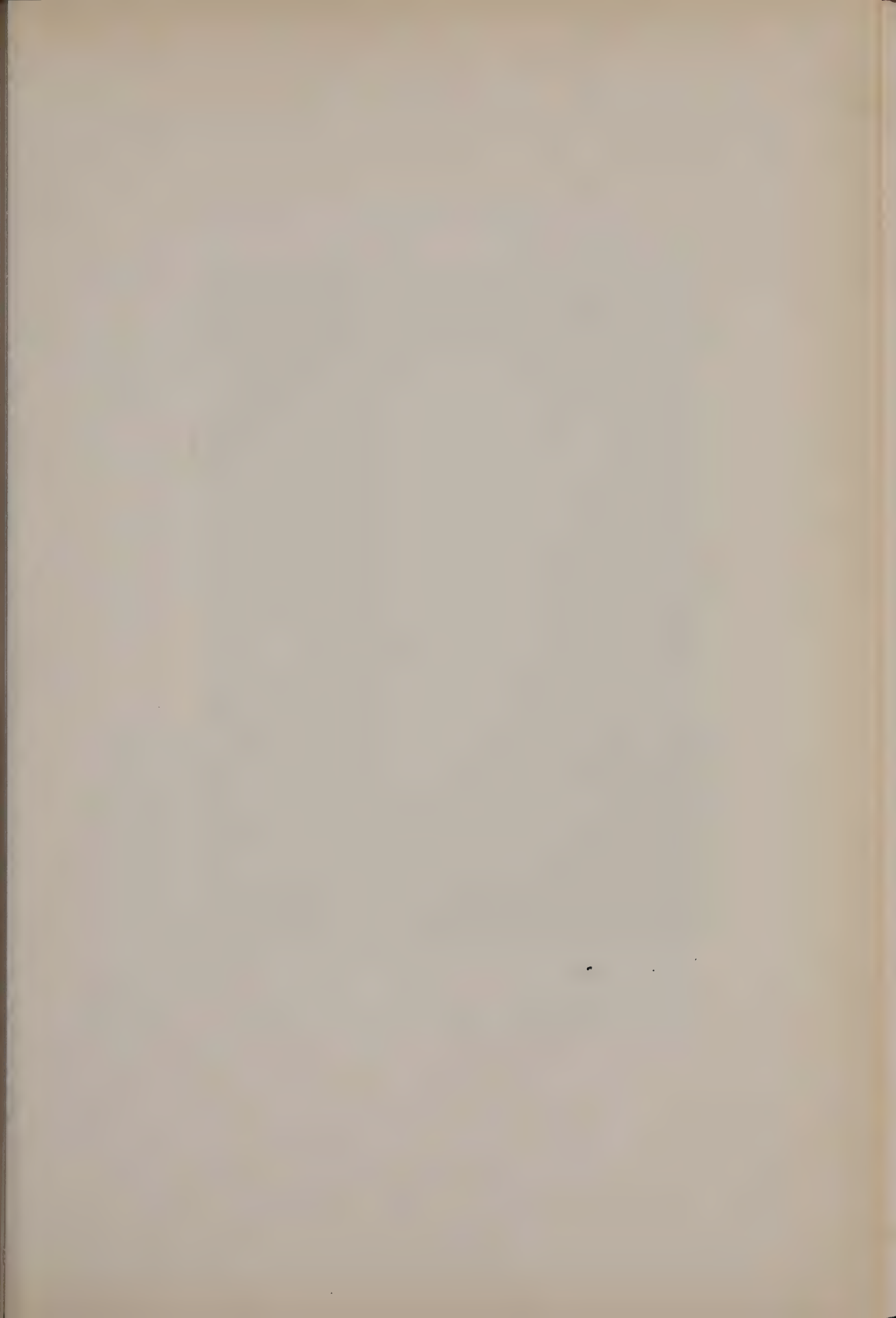
A supporter of every worthy enterprise, Will Reid is an active member of many Long Beach organizations. For many years he has been one of the principal supporters of the Boy Scout organizations in Long Beach. He has presented ten acres of land in the northern part of the town to the Boy Scouts, and the property has been officially named "Will J. Reid Scout Park," and will stand as a monument for many years to Mr. Reid for his generosity and interest in the welfare of the boys. He has the 22-year badge from the Boy Scout organizations, which is one of the oldest any individual in Long Beach possesses. For many years Mr. Reid has been Commodore of the Sea Scouts in Long Beach. A liberal contributor to the Long Beach Chamber of Commerce, he has long been identified with this important organization. Other affiliations include the Pacific Coast Club, the Virginia Country Club, the California and Long Beach Yacht Clubs, the Long Beach Sportsman's Club, the Long Beach Fly Casting Club, the California Indians—of which he has been High Chief—the Cerritos Gun Club, the California Club of Los Angeles, the Los Angeles Athletic Club and the Bear River Club of Utah. Mr. Reid has been active in, and was national president of Ducks Unlimited for two years and the chairman of its board of trustees for four years. The latter is an international organization, composed of American and Canadian sportsmen,



*Will J. Reid*









*John Walker Hancock*

who are attempting to preserve and restore the migratory water bird population of the North American continent. Mr. Reid has also been active in the National Association of Manufacturers. He is also a member of the National Advisory Council of Junior Achievement, a program dedicated to promote understanding of the American Free Enterprise System among young people.

In addition to his connection with the Hancock Oil Company, Mr. Reid is a director of the Southwest Exploration Company of which Hancock Oil is part owner which received from the State of California a lease on the tidelands offsetting the Huntington Beach oilfield. He also organized, and is the president, of the Long Beach Oil Development Company, which is the operating company for the City of Long Beach Harbor oilfield property. The Hancock Oil Company is one of the largest owners of the Long Beach Oil Development Company.

Mrs. Reid was the former Ella Hancock, who was from Lynchburg, Virginia, and is a direct descendant of James Hancock, who settled in Virginia in the 17th century. Mr. and Mrs. Reid have one daughter, Virginia, who has evinced considerable talent as a writer. She is the author of a book, "Purchase of Alaska, Contemporary Opinion," which required two years' research, and has been very favorably reviewed. She holds the A.B. and A.M. degrees from Occidental College. She is now the wife of Mr. Fred C. Moore, of Long Beach.

## **John Walker Hancock**

The name of the late John Walker Hancock is perpetuated in Long Beach by The Hancock Oil Company of California which he founded, now one of the largest independent concerns of its kind in the country. It was in 1922, following the discovery of oil on Signal Hill, that Mr. Hancock in association with several prominent Long Beach business men, organized the Hancock Refining Company—the name of which was subsequently changed to The Hancock Oil Company of California. He became vice-president and manager of the company, continuing as such until his death on August 3, 1929.

Mr. Hancock was born in Lynchburg, Virginia, October 24, 1882, the son of James and Alice Jean Hancock, and of the same family of Hancocks as John Hancock, the signer of the Declaration of Independence.

The early schooling of Mr. Hancock was in his native state, and while still a young man he was interested in the oil industry in Kansas. Coming to Long Beach in 1910, he became connected with the Long Beach Improvement Company, continuing for about eight years, when he returned to the Middle West, and was active in the Cameron Refining Company at Ardmore, Oklahoma, remaining there until his return to Long Beach.



It was in 1926, two years after the founding, that the Hancock Refining Company was reorganized into the Hancock Oil Company, and two years following this the company started producing oil. In 1929, the name of the business was changed officially to The Hancock Oil Company of California.

While the business which bears his name has enjoyed its most phenomenal growth in recent years, its success has undoubtedly been due in no small measure to the splendid foundations laid by Mr. Hancock.

Prominent in fraternal circles, Mr. Hancock was a Scottish Rite Mason, and a Shriner. He was also affiliated with the Pacific Coast Club of Long Beach.

The former Miss Madge Limbocker became the wife of Mr. Hancock. She survives him with a son and a daughter: John W., Jr., and Alice J., who is the wife of Lt. Col. W. W. Housley.

### **John W. Hancock, Jr.**

John W. Hancock, Jr., son of the founder of The Hancock Oil Company of California, and now Vice-President and Assistant to the President, was born in Erie, Kansas, on April 11, 1909. He attended elementary and high school in Long Beach, as well as Long Beach Junior College and Southwestern University.

Starting as a refinery employee, he has worked in virtually every department of the Hancock Company, acquiring a broad understanding of all phases of the oil industry before reaching his present position.

Mr. Hancock also is Vice-President and Director of the Southwest Exploration Company, Director of the Long Beach Oil Development Company, Director of the Independent Petroleum Association of America, President of the California Petroleum Safety Board, Inc., and a member of the Conservation Committee of California Oil Producers.

Mr. Hancock assisted in the founding of the California Petroleum Safety Board—a cooperative organization which is rendering valuable safety service to independent oil operators throughout the state.

In addition to his reputation in the business world, Mr. Hancock is well known for his work in heading many Community Chest, War Chest, Red Cross and USO drives in the Long Beach area.

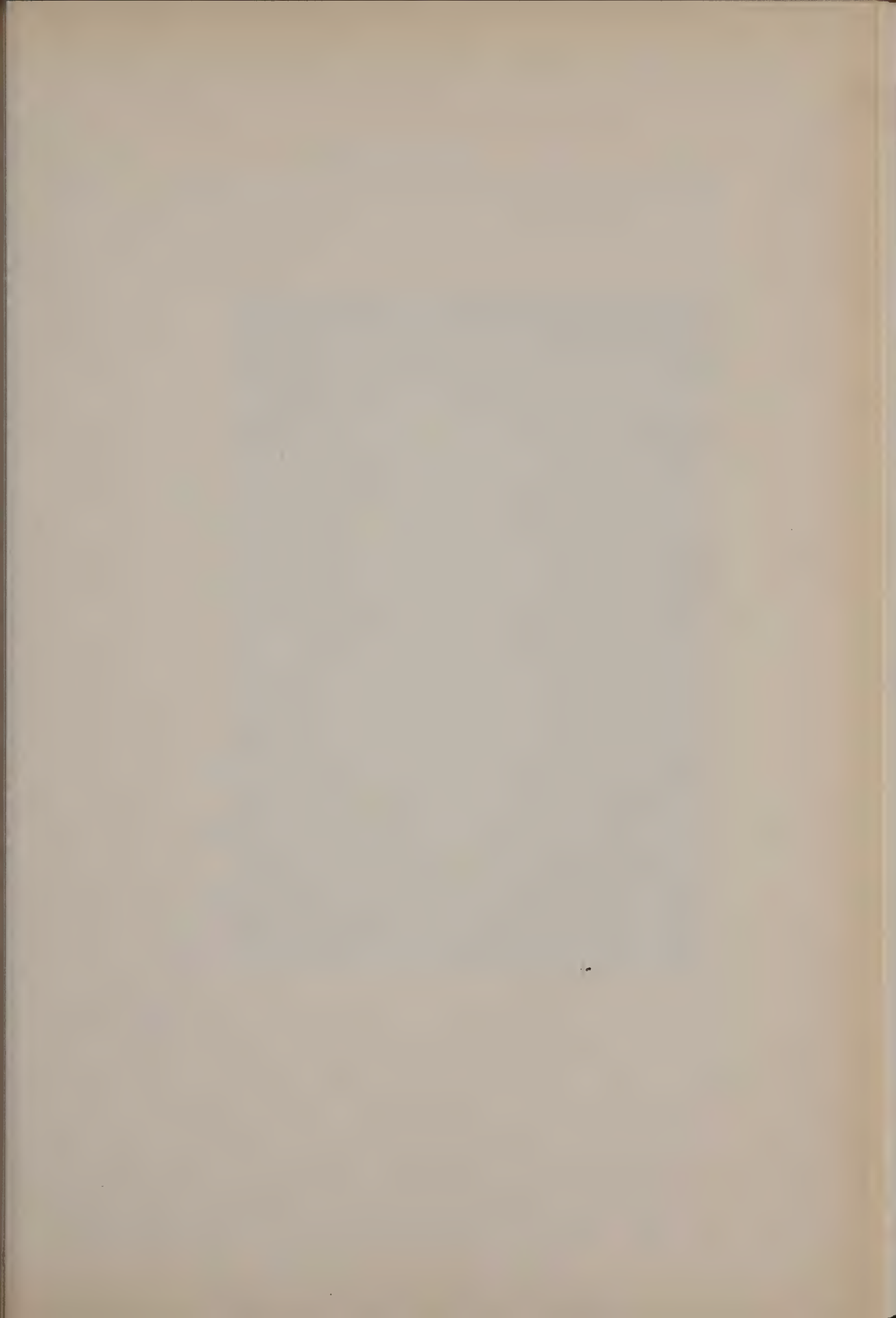
In addition, he is a former Vice-President and Director of the Long Beach Community Chest, Director of the Family Service Association, a member of the Rotary Club, and a former Director of the Long Beach Chamber of Commerce. He is a Mason and Past Master of Palos Verdes Lodge. Other Masonic connections include Long Beach Chapter, Long Beach Commandery and Scottish Rite.



*John W. Hancock, Jr.*









*Clifford B. Limbocker*

Mr. Hancock married Miss Bernice Wedum, formerly of Dillon, Montana. They have two sons, John W. III, and Richard W. Hancock, and two daughters, Carol Jean, and Linda Lee.

A pilot, Mr. Hancock owns his own plane and spends much of his spare time in the air. Other hobbies include amateur radio, golfing and fishing. He is a member of the Virginia Country Club, California Club, Pacific Coast Club, and Los Angeles Athletic Club.

### **Clifford B. Limbocker**

The tremendous growth and prosperity of the Hancock Oil Company has been due primarily to the ability of a few of the company's top officials, and among these was the late Clifford B. Limbocker, who had been active with the company for some twenty-five years, having been sales director at the time he passed away. He was one of those who had abiding faith in the future of the company, and he was especially instrumental in developing the good will which the company has long enjoyed and which has been such an important factor in its outstanding growth.

A native of Erie, Kansas, Mr. Limbocker was born November 21, 1893, son of Thomas B. and Caroline S. Limbocker. He attended the Wentworth Military Academy in Missouri and later was a student at the Colorado School of Agriculture at Fort Collins, and as a young man he was employed by the telephone company at Fort Collins, and left this employment to join the Army during World War I. He spent about a year and a half overseas as a member of the 148th Field Artillery.

After the war, he lived in Arizona for a time, and then joined the Cameron Refinery at Ardmore, Oklahoma. He came from the latter place to Long Beach to join the Hancock Oil Company soon after it had been established by the late John W. Hancock. When the company maintained a sales office in Los Angeles, he was in charge of its operations there. On the closing of this office in 1933, he was connected with the company in Long Beach until the end of his life, having been a director for a number of years and in charge of sales for a considerable time before he passed away recently.

Mr. Limbocker was a member of Palos Verdes Masonic Lodge and he found his principal diversions in reading and in travel.

Mrs. Limbocker, who survives her husband, was formerly Miss Emelyn Bickett. She is a graduate of the University of Nebraska, where she made Phi Beta Kappa, and also joined Gamma Phi Beta, a social sorority, in the alumnae affairs of which she has been active.

Mr. Limbocker's memory will long be cherished by his numerous friends and business associates in Long Beach and elsewhere. He was a man who



made friends wherever he went and was invariably held in the highest esteem by all who knew him. He died February 2, 1948.

## **I. S. Lambing**

As the first distributor in Long Beach for the Hancock Oil Company, the late I. S. Lambing occupied a unique position in the petroleum industry of this community. Originally with the Peacock Oil Company of Los Angeles, he gave up this connection to take over the local interests of the Hancock Oil Company here, and in a comparatively short space of time he achieved remarkable success.

A native of Taylor County, Iowa, Mr. Lambing was born July 14, 1885, son of William M. and Addie Lambing. It is interesting to note that his father was a surveyor and surveyed large sections of Idaho and other western states.

The subject of this sketch was educated in his native state, and in 1908 moved to Idaho, where his family lived during his boyhood. His first business experience in that state was in the grain and milling line at Pocatello.

It was in 1923 that Mr. Lambing came to California. After a year in Los Angeles, he moved his residence to Long Beach and lived here until the end of his life. His firm, the Elmore-Lambing Oil Company, was organized for the purpose of distributing Hancock products, and it soon became the largest distributor for the Hancock Company in the state, selling about one-fifth of their products and owning or controlling some twenty-three service stations in Long Beach, Wilmington, and San Pedro. In 1935 Mr. Lambing bought out his partner, E. H. Elmore, and in 1940 he sold his business to the Hancock Company and retired. During World War II he did his part by working in the Douglas Aircraft plant in Long Beach.

Mr. Lambing was a member of the Masonic fraternity, including the Knights Templar, Shrine, and Sciots, and also belonged to the Kiwanis Club. His favorite sports were hunting and fishing.

He was married (first) to Emma Reeves, who passed away in 1946. In 1947, he married Carolyn Pyle, who survives him with one son, Ira S., by his first marriage.

Mr. Lambing passed away on August 2, 1947. He was a man of outstanding character, with a splendid record of business accomplishment. It is significant that during a period of over five years when he was active in business, not a single one of his employees was discharged, indicating unusual esprit de corps in his organization. He enjoyed the respect and esteem of his friends and business associates alike, and his memory will long be cherished by all who knew him.



*J. S. Lambing*





## **William N. Deatherage**

An able and successful lawyer of Long Beach, William N. Deatherage is also one of this community's best known citizens by reason of his prominence in fraternal circles and in the Kiwanis Club.

Born in Kansas City, Missouri, on January 18, 1888, son of the late John L. and Agnes Clark (Smith) Deatherage, the subject of this sketch received his elementary education in his home town, and then entered the University of Missouri, where he graduated with the degree of A.B. He next entered the Kansas City School of Law where he completed his legal education in 1912, receiving the degree of LL.B.

Mr. Deatherage practiced law in Kansas City from the time of his graduation from law school until 1918, and then the United States having entered World War II, he did his part by serving in the Bureau of War Risk Insurance in Washington for several months. Following the termination of this service he returned to Kansas City, but soon afterwards went to Maryville, Missouri, where he became attorney and trust officer of the Farmers Trust Company, continuing thus for nine years, at the end of which time he came to Long Beach. This was in 1928 and he has been here ever since, having been engaged in the practice of law during the entire period of twenty years.

Mr. Deatherage belongs to all the Masonic bodies represented in Long Beach as well as Al Malaikah Shrine Temple of Los Angeles. He is Past Commander of the Knights Templar. He also is a longtime member of the Long Beach Elks Lodge and a Past Exalted Ruler. He is a member and past president of the Long Beach Kiwanis Club and is also a past lieutenant governor of Kiwanis. Social affiliations include the Pacific Coast and Virginia Country Clubs. His college fraternity is Delta Tau Delta. A football star in his high school and college days, Mr. Deatherage has continued his interest in outdoor sports, and now plays golf.

He married Miss Mildred Bellows, whose father was an outstanding citizen and leading businessman of Maryville, Missouri. Mrs. Deatherage is a graduate of Northwestern University, where she was a member of Delta Gamma Sorority.

The children of Mr. and Mrs. Deatherage are: Dale B., a graduate of the Naval Academy at Annapolis, and now in the United States Navy, having the rank of Ensign; and Dorothy, who is a student in the University of California at Los Angeles, where she also belongs to Delta Gamma Sorority.

## **Charles S. Henderson**

If a vote were taken in Long Beach to select the most outstanding citizen of the city during the past quarter century, the name of the late Charles S. Henderson would rank at, or very near the top position. He was a man who gave unselfishly of his time and means for anything which he considered of benefit to the community, and those who know of his many good deeds will long revere his memory.

Mr. Henderson was born in Hastings, Nebraska, October 19, 1874, the son of George and Helen (Adamstone) Henderson. His father, who was a native of England, came to this country as a young man and served in the Civil War as a member of the Maryland Volunteer Infantry. By profession he was a civil and mining engineer, and took part in the construction of the Central Pacific Railroad to San Francisco.

Charles S. Henderson attended the public schools of Butte, Montana, and for a number of years was employed as a clerk in a mercantile establishment in that city. In 1906 he was elected sheriff of Silver Bow County, Montana, in which position he served for two years. In 1910 he was appointed United States Marshal for Montana by President Taft; in 1914 he again became sheriff. He also served as a member of the Butte School Board.

Mr. Henderson had been a member of the police, fire and pensions commissions through appointment of Mayor Clark. During 1919 and 1926 he was connected with various business interests in Long Beach, and in the latter year was chosen City Manager, filling this position with entire satisfaction to all concerned until the end of 1927. It is significant that Mr. Henderson accepted this position with absolutely no thought of personal gain, and actually did not derive any gain from holding the office, his only thought being to render the best possible service to the city.

Mr. Henderson had a wide variety of other interests and activities in Long Beach. From its inception until its termination, he was chairman of the Press-Telegram Christmas Fund, and he had also been president of the local Community Chest. He was vice-president of the Taubman Bible Class, and had been president of the Rotary Club for three years, having been elected an honorary life member in 1922. He was also president of the Long Beach Chamber of Commerce for three terms, and he was managing director of the Industrial Exposition, held in this city a few years ago.

Perhaps the most outstanding work which Mr. Henderson rendered the City of Long Beach was at the time of the 1933 earthquake when he was appointed virtual dictator by the City Council. For a period of several days,



*Charles S. Henderson*





which covered the critical time of the emergency, he was given complete control of the city government as well as of the forty thousand men from the United States Fleet which were put at his disposal, and he is said to have been the only civilian in history to have been put in charge of a naval detachment. During this period Mr. Henderson had complete charge of the provisioning and housing of nearly half the population of Long Beach.

In order to rebuild and repair the damage done by the earthquake, Mr. Henderson succeeded in organizing the Unified Rehabilitation Corporation in 1933. This company borrowed eight million dollars from the United States Government, all of which was loaned out for reconstruction purposes, and virtually all the earthquake damage was repaired by the money loaned to property owners by this corporation. It is interesting to note that notwithstanding only three-tenths of one percent was allowed for administration of the corporation, fifty thousand dollars of this allowance was returned to the government. Less than one-half of one percent of the money which was loaned became delinquent. While Mr. Henderson was entitled to \$600.00 a month salary while handling these loans, he refused to accept anything, although the aggregate of the amount due him was \$26,000.00. He always said that he felt he did not want to make money at the expense of his people, many of whom were financially ruined by the quake.

In 1938 Mr. Henderson was honored by the Long Beach Council of Service Clubs by having the "Meritorious Citizenship Award" conferred upon him. Only four persons in the history of Long Beach have received this honor. Affiliations of Mr. Henderson were numerous. Fraternally, he belonged to the Masons and Elks. He was also a member of the Virginia Country Club, of which he had been president for three years. For seventeen years he was director of the Southern Counties Gas Company, and he had also been a director of the Los Angeles Chamber of Commerce. During World War II, he was Chairman of Selective Service Board 273 in Long Beach. For several years he was a member of the Long Beach Motor Patrol.

Mr. Henderson was married (first) to Miss May Barnard, who passed away in 1937. He was married (second) to Miss Alice Marie Dunn of Long Beach on January 8, 1945. She survives him, with one daughter by the first marriage, Rita, the wife of Harold M. Weere, of Denver, Colorado. Mrs. Henderson was for nearly twenty years with the Long Beach Chamber of Commerce, and at the time of her resignation, she was the oldest member of the organization in length of service.

Mr. Henderson passed away on February 1, 1946. He will long be remembered by the citizens of Long Beach as one of this community's most outstanding civic leaders, and one who literally dedicated his life to the welfare of the city.

**Walter H. Boyd., M.D.**

For many years, the name of Boyd has been a prominent one in medical circles of Long Beach. Dr. Walter H. Boyd is the son of the late Dr. Truman O. Boyd, who was a practitioner for many years in this community, and was chief of staff of St. Mary's Hospital at the time he passed away.

The present Dr. Boyd was born in Pennville, Indiana, on March 31, 1894. He attended Harvard Military School in Los Angeles and completed his preparatory education at the noted Lawrenceville School for Boys in New Jersey. His academic course was taken at the University of Southern California, where he was a member of Sigma Alpha Epsilon fraternity, and his medical course was at Stanford University, where he belonged to Nu Sigma Nu medical fraternity.

During the entire period of his practice in Long Beach, Dr. Boyd has restricted his work largely to surgery.

As the founder with his wife of the Boyd Foundation, Dr. Boyd has generously inaugurated a worthy philanthropic plan. The foundation has recently erected on property donated by Dr. and Mrs. Boyd an outstanding medical building in the 1200 block on Pine Avenue. This structure, which cost over \$160,000 to build, houses Dr. Boyd's clinic, which consists of twelve medical doctors as well as other personnel, making a total of about thirty. Excellent facilities are provided in the new building for the practice of the various branches of the medical profession, including the performance of minor operations. The latest equipment of all types has been installed in the new structure, which is a completely fireproof one.

The Boyd Clinic rents its space in the new building from the Boyd Foundation, and the proceeds derived therefrom are given to help worthy high school graduates of Long Beach to finance their college courses. Long interested in education, Dr. Boyd is now a member of the Long Beach Board of Education.

With many activities outside of his profession, Dr. Boyd has participated extensively in community affairs. Interested in political affairs, Dr. Boyd has been a member of the Republican County Central Committee and also was formerly chairman of the Republican League of the 71st Assembly District. In 1936, he was a delegate to the Republican national convention. He is a member and former president of the After Dinner Speakers Club, and belongs to the Pacific Coast Club and is a Mason and a Shriner. Dr. Boyd has been active in the Boy Scouts organizations and is officially connected with the San Fernando Council, being an owner of a ranch in that area. Professional affiliations include the American, California and Los Angeles County Medical Associations.



Eleanor D. Boyd, wife of Dr. Boyd, has been an outstanding woman of Long Beach, and identified with numerous important organizations. She is a past president of the Council of Religious Education, and a past vice-president of the Women's Auxiliary of the Los Angeles County Medical Society. She has also been identified prominently with the Camp Fire Girls, as well as the P.T.A. and the Ebell Club of Long Beach. For two years, she has been national president of the Gold Star Mothers.

Dr. and Mrs. Boyd have had two sons: Walter H., Jr., and Truman O. Boyd III. Walter Boyd, Jr., met an untimely death on September 19, 1941, when he was killed in an airplane crash in line of duty in Marshall, Texas. The young man, who had attended the New Mexico Military Academy, was a lieutenant in the United States Air Service and had obtained his observer's certificate. Walter was a graduate of Polytechnic High School in Long Beach, and was an outstanding boy of this institution, having been editor of the daily paper and a fine swimmer. He began his military career at Fort Bliss, El Paso, entering the service as a 2nd lieutenant. He was later stationed at the Presidio at Monterey. At the time of his accident, he was stationed at Fort Knox, Kentucky. Truman was a graduate of the New Mexico Military Institution, where he received a reserve commission in the United States Army. He was called into active service during World War II while taking a pre-medical course at Stanford University. This promising young man was killed in action on May 3, 1943, at Tunisia. A silver star medal was awarded posthumously for gallantry and bravery in the action which took his life.

### **Artemus W. Bates-Lane**

As manager-director of the Long Beach Secretarial Business College, Artemus W. Bates-Lane holds an important position in educational circles of this community. The institution which he heads is the oldest business training school in the city, having had a continuous existence since the year it was established in 1905. In 1926, what had been the Heald Long Beach Business College came under the present ownership, and since 1929 Mr. Bates-Lane has headed the institution.

Practically every phase of business education is taught in this Long Beach college, including private secretarial, accounting and business administration courses, with a complete modern office machine department in conjunction. In this connection, all types of office appliances are available for the benefit of the students. Among them are mimeographs, comtometers, calculators, billers, posting and statement machines, multigraphs, dictaphones, PBX switchboards, as well as Burroughs, Sundstrand, and Monroe bookkeeping machines. A

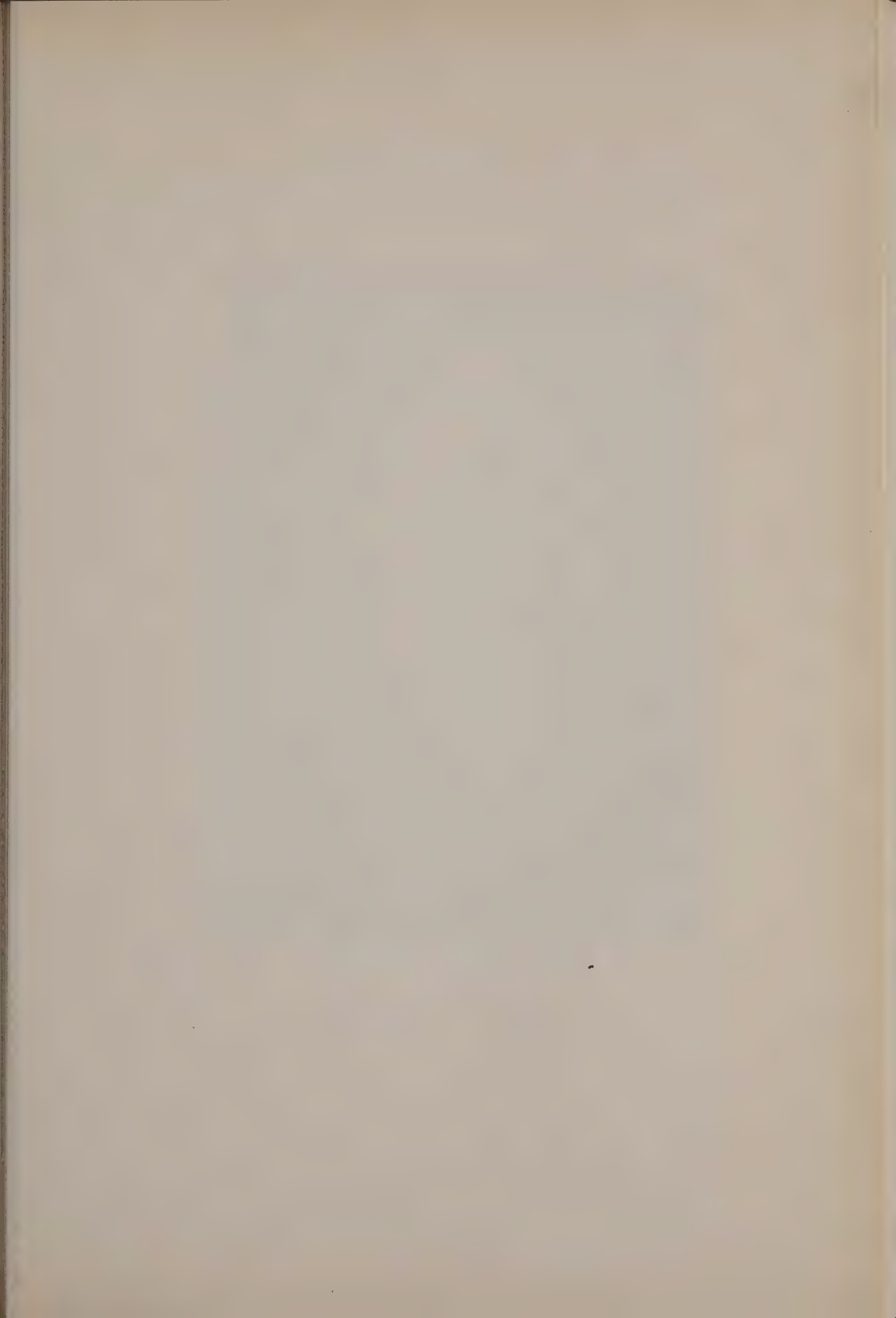
recent addition is a course given in the use of the Brevitype machine, the shorthand machine with the typewriter keyboard, which is proving to be the answer for the working girl or man who wants to be efficient in shorthand in a short time through the medium of night classes. They say if "you can type you can Brevitype."

A feature of the institution is the thorough accountancy training course given, having the exclusive franchise for the text material and lesson plans of the American Accounts Training Association. This complete course in Accounting and Business Administration takes students from the beginning phases through the entire field of Accounting and Business Management, training them to become Auditors, Controllers, Public Accountants, Cost Accountants, Managers, etc. Besides day and evening sessions, this Long Beach Chapter of the American Accountants Training Association provides a resident home-study plan which enables the person on a full time job to train in his spare time yet have the personal consultation and supervision of a C.P.A. in his training through regular visits to the college. Many of the leading business men and women of Long Beach have attained their education at the school which now numbers over 225 day students and fifty night students. It has been approved for veteran training, and the institution is a member of the National Council of Business Schools—an accrediting agency.

The personnel of the Long Beach Secretarial Business College has been carefully chosen; all of the instructors are required to have had business experience, besides being trained as instructors. Therefore, the graduates have received actual business training as well as theoretical education, and this is one of the secrets of the success in life which many of the graduates of the college have enjoyed.

Mr. Bates-Lane was born in Alamogordo, New Mexico, on June 14, 1906, and he received his early education in the schools of Arizona. His academic course was taken at U. C. L. A., where he received the degree of A.B. in Political Science. Subsequently he studied in the field of economics and accountancy and was awarded a degree in business administration. This was followed by business college training at several institutions. While in attendance, he was given permission by these Business and Secretarial Schools to study their various methods of conducting their businesses. He also gained practical experience with California and Arizona business concerns. He is a member of Delta Tau Delta college fraternity and has been secretary of the Long Beach Alumni Chapter. His service club is Rotary. He is currently Vice-President of the California Council of Business Schools.

Mr. Bates-Lane married Miss Katherine Johnson, formerly of Orange, California, on July 27, 1928. They have two daughters: Nancy Kay and Susan.







*Alfred D. Mitchell*

The Bates-Lane home is a rancho in Rolling Hills. Here Mr. Bates-Lane is able to indulge in his favorite sport of horseback riding, in which he is joined by his elder daughter. Another sport which he has taken up in recent years is bowling, and he plays on the Rolling Hills and the Rotary teams.

### **Alfred D. Mitchell**

Undoubtedly one of the most popular and successful oil men, who ever took up residence in Long Beach, was the late Alfred D. Mitchell, who during the course of a long and varied career in the petroleum industry reached a high point of success in this hazardous field.

Born in Licking, Missouri, on July 6, 1886, A. D. Mitchell was the second son of the late Travis Burke and Frances Wilson Mitchell. "Dick" Mitchell, as he was familiarly known in his native town, left home when he was but 18 years of age. After a short venture in ranching with the famous X-I-T Ranch in the Panhandle of Texas, at the early age of 20, he moved to Taft, California. It was here he first acquainted himself with the business that was to become his career, working in the oil fields in this area.

In 1911, influenced by the late E. L. Doheny, he traveled to Sierra Azul, Mexico, and took part in the drilling of the then world's largest oil well. Later he was in the Tampico oil fields, continuing in that area for about 4 years. In 1915 he and many others were finally forced to leave that country because of the unsettled political conditions. Returning to his home in Missouri, he renewed his childhood acquaintance with Virginia Kofahl. They were married at Rolla, Missouri, September 12, 1916.

Immediately after his marriage, "Dick" Mitchell re-joined the Doheny Interests in the Wichita Falls Field of Texas, where he achieved considerable success in the drilling of wells. Returning to California, he drilled a number of wells for the large oil companies in the Taft and Fellows areas. He served with our armed forces in World War I during 1917 and 1918, returning to Taft after his discharge.

In late 1922 he moved to Long Beach, and soon after his arrival, established the Coast Supply & Equipment Company, vendors of oil well equipment and supplies. He also was the owner of and held the controlling interests in various oil and real estate firms, including A. D. Mitchell & Son and the Mitchell Land & Improvement Company. He became very much interested in real estate and acquired a number of valuable farm and business properties in Southern California, as well as parcels of land in Missouri, New Mexico and the Dakotas. On several of the Long Beach properties he erected business structures and at the time he passed away, he was one of the largest individual

owners of real estate in the city. His own home on Pacific Avenue is one of the most beautiful estates here.

Although primarily a business man, Mr. Mitchell had various outside interests and hobbies and was exceedingly popular in fraternal, club and social circles. He was a member of the Masonic Fraternity and was affiliated with the Scottish Rite as well as the Shrine. He was a member of the Rotary Club, the Virginia Country Club, and the hunting clubs known as Los Cerritos Gun Club and Ducks, Unlimited. His particular hobby was the collecting of guns, of which he had a large variety. He also greatly enjoyed traveling, and in addition to the many automobile trips to points of interest in this and bordering countries, made two globe trotting excursions.

Mrs. Mitchell has always been active in community affairs; her particular interests being the Girl Scouts, the Assistance League and the Red Cross. E. D. Mitchell, the son of Mr. and Mrs. Mitchell, is a graduate of Stanford University, Class of 1942, and upon the cessation of hostilities in World War II in which he served with the Army Air Forces, became the active head of his father's extensive business interests.

A. D. Mitchell passed away on October 17, 1945. He will long be remembered as a progressive and loyal citizen of Long Beach, always willing and anxious to give his time and support to any worthy community undertaking. His generous and kind nature endeared him to all with whom he was acquainted.

## **Ward Johnson**

A leading member of the legal profession in Long Beach is former Congressman Ward Johnson, who has been prominent in legal, political, and business circles for many years, having been a resident of Long Beach since 1920. A native of Brighton, Iowa, Mr. Johnson was born on March 9, 1892, son of William H. and Melissa E. (Richardson) Johnson.

He was raised on a farm and received his early schooling in Iowa, graduating from high school at Twin Falls, Idaho. As a young man he worked in the First National Bank of Boise, Idaho, and later was employed by the Studebaker Corporation, first as a stenographer and bookkeeper, and then branch manager at Montpelier, Idaho, and Price, Utah, and finally as sales manager at Salt Lake City, Utah.

Shortly after completing his high school education, Mr. Johnson attended the University of California at Berkeley, and there obtained his pre-legal education. Thereafter, when not employed by the Studebaker Corporation, he was engaged in the general merchandise business at Murtaugh, Idaho, and Twin Falls, Idaho. While at Murtaugh, Idaho, he served as Postmaster, and



also Justice of the Peace, besides engaging in the buying and shipping of live stock and grain, which business was conducted in conjunction with the general merchandise business. It was here that he met his future wife, Grace R. Songer, a native of Missouri, and the principal of the school.

Few men have had as wide a business experience as Mr. Johnson. He has also been interested in the apartment house, music and moving picture theatre business, in addition to those heretofore mentioned. He was also one of the founders of the Long Beach Independent, of which he is one-fourth owner.

Mr. Johnson's law course was taken at the University of Southern California and completed in 1925. For several years he was a member of the firm of Doyle, Clark, Thomas and Johnson. In 1934 he took up a practice alone, continuing until his son, George, became associated with him. They now practice under the firm name, Johnson & Johnson.

Elected to Congress in 1940, Mr. Johnson rendered splendid service to his constituents while serving in this important office. As a member of the Naval Affairs Committee, he was largely responsible for the establishment in Long Beach of the Naval Hospital, and the \$14,000,000 Heim bridge. He continues his interest in Army and Navy affairs by being Chairman of the Armed Services Committee of the Long Beach Chamber of Commerce.

Mr. Johnson is a member of the Masonic Fraternity and the Optimist Club. His church is the First Congregational. He married Grace R. Songer.

In addition to the son, George, Mr. and Mrs. Johnson have another son, Walter F., an Ensign in the U.S. Navy, being a graduate of the U.S. Naval Academy and now taking a special course at the Massachusetts Institute of Technology.

### **C. A. Buffum**

Among pioneer business men and public officials of Long Beach, none ranks higher than the late C. A. Buffum, co-founder with his brother of Buffum's, the leading department store of Long Beach, and a former Mayor of the city. In essential respects, he stood in the front rank of the really eminent citizens of Long Beach, and in many ways contributed to the development and upbuilding of the community in which he was long such a dominating power. Always regarded as a man of exceptional ability and sound judgment, his advice and assistance were constantly sought by others.

Mr. Buffum was born in LaFayette, Illinois, on January 30, 1870, and attended school there. He engaged in the retail business for ten years prior to coming to Long Beach. In 1904 he started his business activities here, as General Manager of the Mercantile Company, the name of which was

subsequently changed to Buffum's. The store was originally located in the Stafford Building in the middle of the block between First and Second Streets on Pine Avenue. This little store in 1904, in a Long Beach of about five thousand population, did a volume of business its first year which was exceeded several times recently by the volume of one "sale" day. In 1906 the corporation purchased a corner at Pine Avenue and Broadway, and in 1912 a three-story building was erected thereon. In 1917 and 1918 seventy-five feet south of the corner building on Pine Avenue was bought, and in 1920 the name of Buffums' was adopted. In 1922 the last fifty feet, making the full quarter block, was acquired by a forty-nine-year lease, thus giving back to the firm the property on which the little original store had been located. In 1924 a new building was completed, comprising three stories on the corner and six on the inside 75 feet; in 1940 further additions were made, including a four-story garage and the building for the men's store.

In many phases of community life, Mr. Buffum took an active and prominent part, cooperating with his fellow citizens in every movement for the welfare of the community. He served six years, following 1911, as a member of the School Board. In 1920 he was President of the Chamber of Commerce, and from 1921 until 1924 was Mayor of the city. In 1924 he became a member of the Executive Committee of seventeen members of the Greater Harbor Committee, sometimes called the "Committee of Two Hundred," and he was one of those largely responsible for the ultimate development of the harbor. For ten years Mr. Buffum served as a Director of the State Chamber of Commerce. He was Chairman of the Advisory Board of the local branch of the Bank of America for several years prior to his passing, and for many years he was a Director of the Southern California Edison Company.

Mr. Buffum was originally a member of the First Christian Church, which he attended for a long time, but the last six years of his life he belonged to the First Congregational Church. Fraternally he was a Mason, and his service club was the Kiwanis. He also belonged to the Virginia Country Club and the Pacific Coast Club.

In 1893 Mr. Buffum married Miss Fern Smith, and she survives him with two daughters and a son: Mrs. Norman Chandler, of Los Angeles; Mrs. H. E. Waite, of Long Beach, and Harry Buffum, whose biography appears elsewhere in this work.

C. A. Buffum was a natural leader and possessed a fine personality, being modest and unassuming and a friend of everyone. Measured by all the standards of human excellence, he was a well rounded man and stood as one of the highest regarded men who have ever lived and worked in Long Beach.

Mr. Buffum passed away on November 29, 1936.







*C. A. Buffum*



*Harry Buffum*





## Harry Buffum

As president and general manager of Buffums', one of the largest department stores in Southern California outside the city of Los Angeles, Harry Buffum occupies one of the top business executive positions in Long Beach. In addition to filling capably his business responsibilities, Mr. Buffum has been exceedingly active in civic affairs, and has long been a leader in everything for the advancement of Long Beach. No worthy cause has ever failed to receive his generous support. He was formerly president of the organization known as the "Beckoneers," which carried on successful work in attracting people to Long Beach. He is a past vice president of the Chamber of Commerce, and also a past president of the local Rotary Club, and is a director of the Long Beach Community Chest and has been general campaign chairman on one occasion and for two years was president of the organization. This was during the period when the Community Chest was expanded into the War Chest. Long interested in the Boy Scout organization, Mr. Buffum has been vice-president of the Long Beach Council for the past ten years. For several years he has been a director of Seaside Hospital and also the Adelaide Tichenor Clinic.

Harry Buffum was born in LaFayette, Illinois, on April 11, 1895, and is the son of the late C. A. Buffum, and Fern (Smith) Buffum. He attended the public schools of Long Beach and graduated from Long Beach Polytechnic High School in 1913. He then went to Stanford University, leaving there just before the completion of his senior year to enter the medical corps of the United States Army for service in World War I. He was sent overseas and spent a year in France. Upon his discharge from military services, he became assistant buyer in the ready-to-wear department of Buffums', and he has held various other executive positions in the business, until he was elected president of the company some years ago.

As an indication of the tremendous growth of Buffums', for which growth Harry Buffum is to a large extent responsible, it is interesting to note that on several "sale days" and "Christmas Week" days the store has done as much business as in the first year of its existence. At the present time, about 750 people are employed. Founded by Harry Buffum's father and his brother, E. E. Buffum, the store is now in its forty-fifth year, having been founded in 1904. In line with his position, Mr. Buffum is a member of the executive committee of the California Retailers Association and is a past president of this statewide organization of department and specialty stores.

Social affiliations include the Virginia Country Club, Pacific Coast Club, Southern California Tuna Club (past president) and the Tuna Club at Avalon (past president). His college fraternity is Delta Chi.

He has followed in his father's footsteps by being a member of the Advisory Board of the Bank of America, and a director in the Southern California Edison Company.

Mr. Buffum married Miss Frances Layne. He has two sons by a prior marriage: Richard Denio Buffum and Charles Carlton Buffum.

## **Herbert E. Waite**

The late Herbert E. Waite, formerly General Manager of Buffums', was one of the most capable and popular business men of Long Beach. Occupying one of the highest positions to be held in the city, he fulfilled his duties with unusual ability, and the great progress which the Buffums' Department Store has made in recent years has been due in no small measure to the service he rendered the store.

A native son, Mr. Waite was born in Stockton on August 23, 1896, and passed away in Long Beach on April 27, 1945. He was the son of H. E. and Belle (Lockhead) Waite. His father was formerly a building contractor in Stockton.

After the completion of his high school course in his native city, Mr. Waite entered Stanford University where he remained for two years, his course there having been interrupted by his volunteering for service during World War I. Originally in the Field Artillery, he subsequently transferred to the Army Air Service and after completing his course in flying he became an instructor at Kelly Field.

Following the termination of the war, Mr. Waite joined the Standard Oil Company in San Francisco and continued in this connection until 1921, when he came to Long Beach following his marriage to Miss Thurlyne Buffum. Joining the Buffums' Department Store soon after his arrival in this city, he remained in this business until the end of his life, having been General Manager for a period of five years.

Very active and prominent in civic affairs, Mr. Waite was a member and past President of the Rotary Club, a Director of the Long Beach Retailers Association, a Director of the Chamber of Commerce, and a member of the Board of the Tichenor Orthopedic Clinic.

In college Mr. Waite was a member of Phi Gamma Delta fraternity.

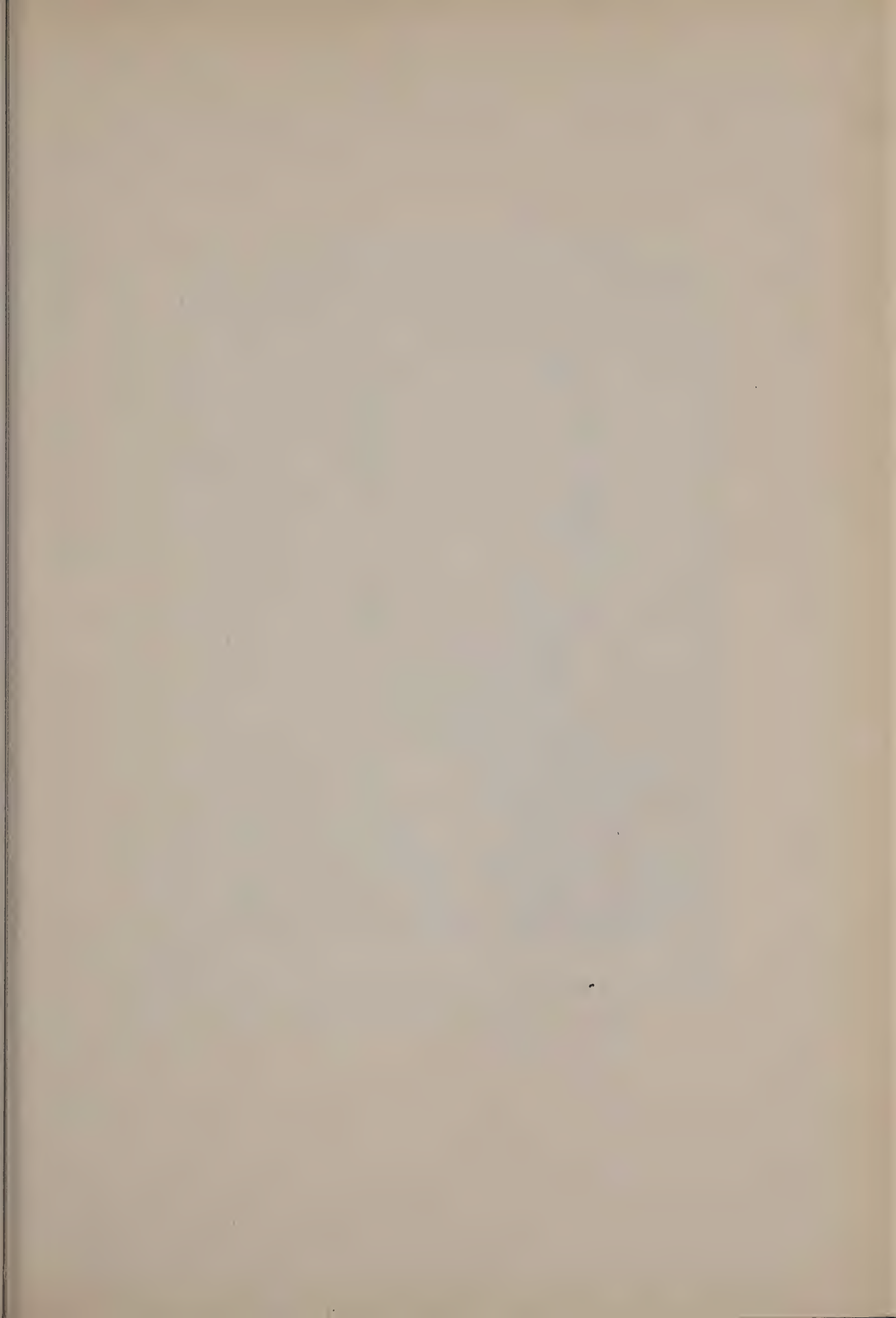
The two daughters of Mr. and Mrs. Waite are: Dorothy, the wife of Leslie E. Still, and Nancy, the wife of Montague Richard Ward, Jr.



*Herbert E. Waite*









*Arthur N. Macrate*



## Arthur N. Macrate

One of the leading factors in the petroleum industry in Southern California during the course of the past quarter century was the late Arthur N. Macrate, whose operations extended from the Santa Maria Valley on the north to Huntington Beach on the south, and in addition he had important interests in Texas at various times. He had the usual experiences of an oil developer, having been on occasions in precarious financial conditions, but with his keen knowledge of the industry, he always recovered from these situations, and at the time of his passing away, he was one of the most prosperous residents of Long Beach.

Mr. Macrate was born on September 3, 1889, in the state of Pennsylvania, and attended schools in Texas and in California. He saw much of the West and even of Old Mexico, as his father was in the cattle and mining businesses, and moved frequently during Mr. Macrate's boyhood. He first saw California in 1896, his father having had interests in the northern part of the state, but later the family came to Los Angeles, and subsequently moved from here to Texas.

In the latter part of 1924 Arthur Macrate started in the oil production business in the Long Beach oil field, securing leases in the Los Cerritos area. During the course of the next three years he drilled six wells, varying in depth from 4,200 to 5,300 feet. Mr. Macrate was active in the acquiring and resale of leases in the Amarillo area of Texas, and upon his return from Texas soon began operating again in the Long Beach area. His successful undertakings at this time were in the acquiring of leases and drilling of wells in many areas, in Signal Hill, Huntington Beach, Venice, Inglewood, Rosecrans, Richfield, and in the Ventura Avenue and Ojai Oil Fields of Ventura County, also Elwood, Buellton, and Santa Maria in Santa Barbara County, California.

Mr. Macrate is properly credited with the development of the Santa Clara Valley oil field in Santa Barbara County, having pioneered in this district, where there are now about 500 producing wells, and which is considered one of the largest heavy crude reserves in California.

Apart from his extensive business interests which he operated, he was much interested in sports, having been a keen yachtsman. He won permanent possession of the Lipton Trophy for the race of power cruisers between Long Beach and San Francisco. He was also an active member in Ducks Unlimited. Other social affiliations included the California Club of Los Angeles, the Bear River Club of Brigham City, Utah, the Virginia Country Club, the Pacific Coast Club, and the Catalina Tuna Club.

Mr. Macrate was a man of exemplary character and a sense of fairness

dictated his entire life. He was possessed of a magnetic personality and readily made friends with practically everybody he met.

Mr. Macrate passed away on January 22, 1948, and is survived by his widow, the former Miss Zoa E. Hunt, and two sons and a daughter: Arthur N., Jr., William, and Mary. The two sons are now capably conducting their father's business interests.

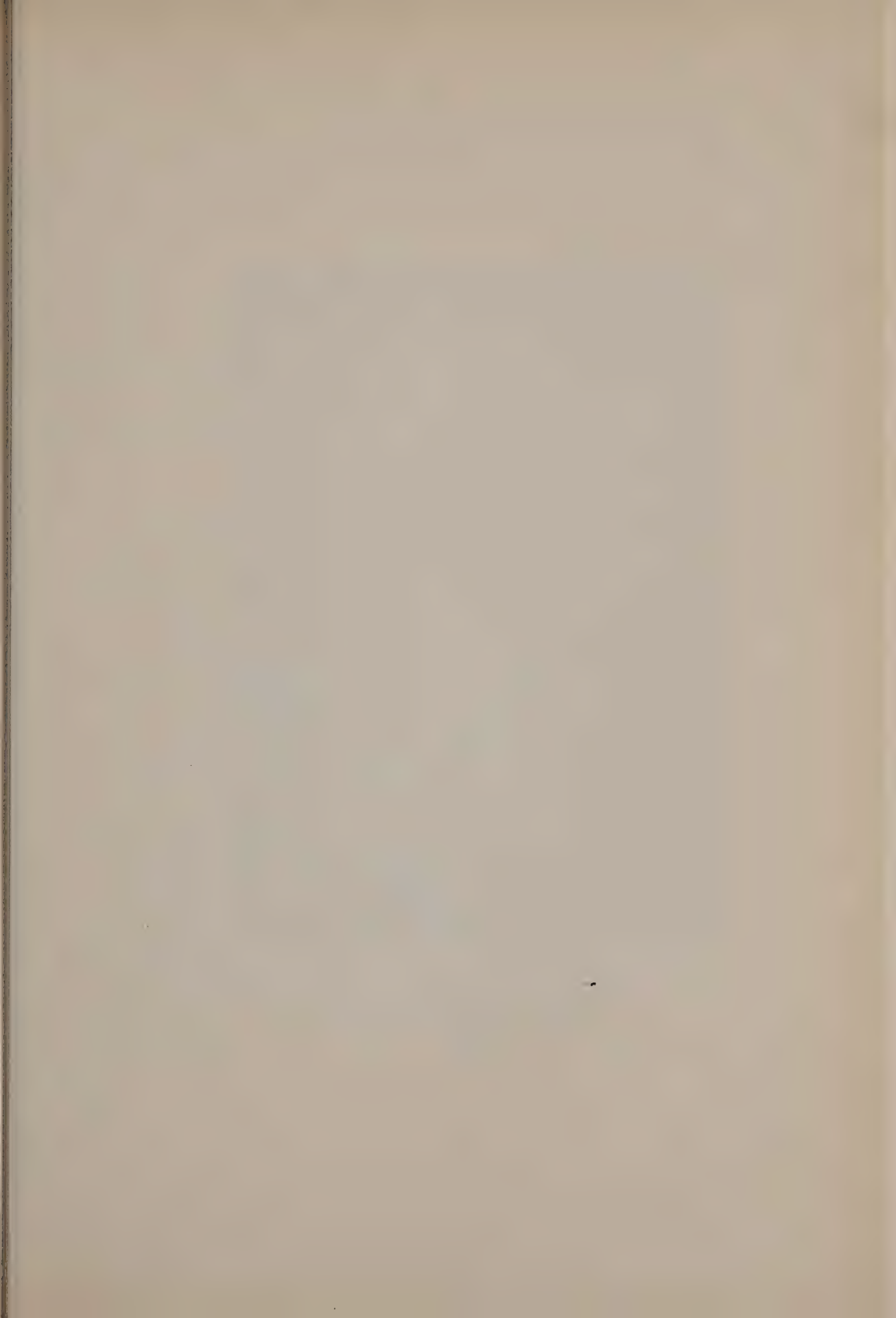
Arthur N. Macrate, Jr., was born in El Paso, Texas, on November 10, 1915. He received his elementary education at Long Beach, and graduated from Stanford University in 1939, where he was a member of Beta Theta Pi fraternity. He subsequently took a law course at the University of Southern California. For about a year he was with the Petroleum Investment Company of Los Angeles and then became a partner in one of his father's business activities known as Arthur N. Macrate & Sons. During the recent war, he was a pilot in the Coast Guard, and was among the first men in the Service who attained a commercial license to fly helicopters. He married Miss Lillian Eccles and has three children: Laurene Ethel, Dena Ann and Marilyn Frances.

William F. Macrate was born in San Diego, California, May 19, 1919. He graduated from the University of Southern California as a Petroleum Geologist in 1942, where he was a member of Sigma Nu fraternity. During World War II, he served in the Coast Guard, and as a member of the North Atlantic Patrol he spent several months off the coast of Greenland. He subsequently spent about fourteen months in the South Pacific and the end of the war found him in the Mediterranean, to which area he had made several cruises. Mr. Macrate married Miss Dorothy Woodbury, and they have two daughters, Melinda and Mary Carlyn. Upon William's return from Coast Guard duty he joined his father and brother as a general partner in Arthur N. Macrate & Sons, Petroleum Producers.

## **Raymond J. Kirkpatrick**

An attorney of Long Beach for nearly a quarter of a century, Raymond J. Kirkpatrick enjoys an enviable position in the legal profession of this city. Although he carries on a general practice, he gives particular attention to probate work, and his services pertaining to the oil industry have gained special attention. He not only has specialized in landowners royalty accounting, but also represents several oil refineries.

A native son of California, Mr. Kirkpatrick was born near Long Beach September 28, 1900, his parents being L. S. and May (Scott) Kirkpatrick. After receiving his elementary education in the grammar school at Clearwater, and in the Compton High School, he entered the University of California at







*A. C. Sellery, M. D.*

Berkeley, where he graduated in 1923, with the degree of A.B. He then entered the law school and completed his education at that university.

The former Miss Eleanor Reese became the wife of Mr. Kirkpatrick. They are the parents of four children: Gene, who is attending the University of California at Berkeley, where he was president of his Junior class and is a member of Sigma Alpha Epsilon fraternity; Evelyn, also at the University of California, where she is a member of Alpha Xi sorority; and Robert and Romona—twins, who are in school in Long Beach. Mrs. Kirkpatrick has been president of the Wilson P.T.A., and otherwise active in community affairs in Long Beach.

Mr. Kirkpatrick is a member of the Masonic fraternity, and the religious affiliation of the family is with the Baptist Church.

### **A. C. Sellery, M.D., F.A.C.S.**

One of the most noted surgeons who ever practiced in Long Beach was the late Dr. Albert Clifton Sellery, who left a name and reputation which will long be remembered. Coming here when the city had only a few thousand population in 1906, Dr. Sellery lived to see Long Beach become one of the largest and most prosperous cities in California, and he took a substantial part in its growth and development.

Dr. Sellery was born in Kincardine, Ontario, Canada, on September 22, 1875, and passed away on November 23, 1944. He was the son of Robert and Martha Sellery, both Canadians.

The future doctor received his early education in Ontario, Canada, and then entered the University of Toronto. His professional course was taken at the medical school of McGill University, Montreal, Canada, where he was awarded his M.D. degree and where he was a founder of Phi Delta Theta Chapter.

During the course of his nearly forty years' residence and practice in Long Beach, Dr. Sellery was a pioneer in several respects. The first meeting to organize what subsequently became the Seaside Hospital was held in his home in November, 1907, and he subscribed \$1,000 to the institution—the first and only subscriber at that time. The second meeting was held in his home, and he made an additional subscription at this time. He was especially interested in the hospital, because from an early date his practice consisted very largely of surgery. His was the unparalleled record of serving for a total of eleven years as president of the Seaside Hospital. He literally worked day and night for the benefit of the hospital and brought order out of chaos in the institution after the earthquake of 1933 when it was crowded to capacity. Dr. Sellery was the first physician in Long Beach to own and use radium for treatment. He pur-

chased radium in the East and placed his own X-ray machine in the Seaside Hospital, and this was the beginning of the Cancer Clinic at the hospital. About 1937 he purchased a deep therapy X-ray equipment, which is still in use at the Seaside Hospital.

Dr. Sellery was a charter member of the Virginia Country Club, and an early president. He won many golf tournaments, including the Virginia Club Championship. He was a life member of the Pacific Coast Club.

A highly cultured man invested with a deep appreciation of life, Dr. Sellery had during his youth committed a major portion of the Bible to memory; he is well remembered for his gift of story telling.

Active and energetic during his entire life, Dr. Sellery was the type of man who was able to accomplish a great deal more than the average individual. Although he enjoyed his recreation and sports, he never let these interfere with the care of his patients.

Mrs. Sellery, a member of one of the oldest Canadian families, an A.B. graduate of Toronto University, survives her husband with two children. The son, Robert C., a graduate of the Webb School, spent two years in the U. S. Army during World War II, seven months of this time being a prisoner of war in Germany. He is now pursuing a pre-medical course at the University of California at Berkeley. The daughter, Helene, a graduate of the Westlake School for Girls, is a student at the newly-organized Palos Verdes College.

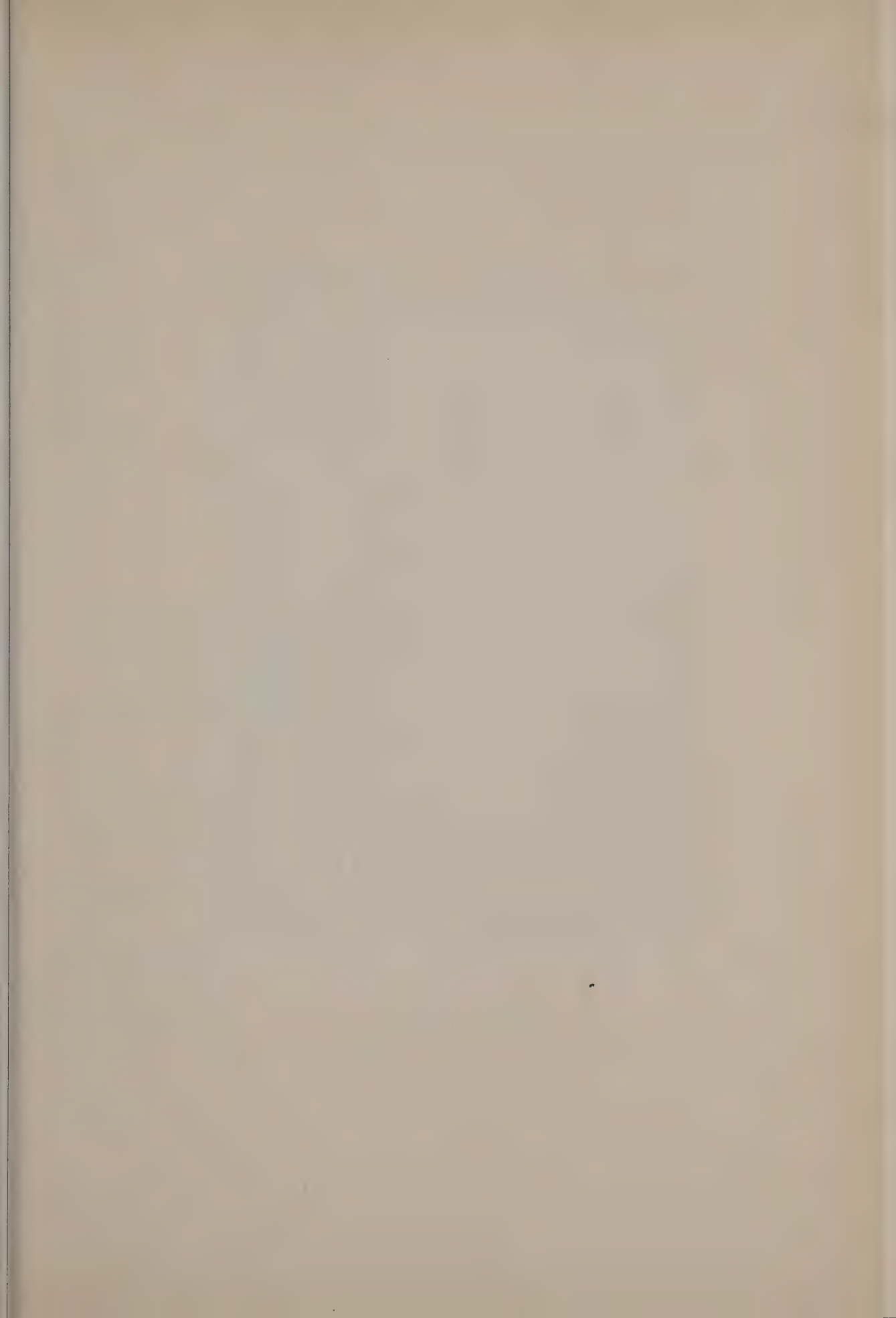
## **Ray O. Gould**

Ray O. Gould, Chrysler-Plymouth dealer in Long Beach, has had a long and successful career in the automotive industry. For the past twenty years he has been active in Long Beach as head of the R. O. Gould Company. The firm is a direct factory dealer, and has the distinction of being the oldest Plymouth dealer in Long Beach. Coming to this city in 1928, Mr. Gould purchased the Lloyd K. Hillman organization, which at the time was handling the Chrysler line. Under his able management, his business has enjoyed an exceedingly rapid growth and has an enviable reputation for square dealing. Some sixty-five persons are employed by the company, and a special feature is the Service Department, staffed by an exceptionally well-trained group of mechanics.

Mr. Gould is a native of Winona, Minnesota, born May 31, 1891, son of Orlien Clement and Sarah Frances Gould. His father was formerly with the International Harvester Company.

Ray O. Gould attended elementary and high school in Saginaw, Michigan, and then matriculated at the University of Michigan, where he spent three years. His first experience in the automobile business was in Chicago, where he spent two years selling Fiat cars.







*Otis Hoyt*

In was in 1917 that Mr. Gould came to California. He soon joined the Greer-Robbins Company, then handling the Chalmers line. He rose to the position of sales manager of three branches of this concern, one in Beverly Hills, and two in Hollywood. He resigned this important position to go into business for himself in Long Beach.

Mr. Gould is a member of the Virginia Country Club, the Newport Harbor Yacht Club, the Long Beach Chamber of Commerce, Pacific Coast Club and Southern California Tuna Club. He is a Scottish Rite Mason and a Shriner, and his college fraternity is Delta Tau Delta.

The former Miss Helen Gladys Laughlin became the wife of Mr. Gould in Chicago in 1917. They have two sons: Edward, a graduate of the University of California at Los Angeles, where he was President of the Delta Kappa Epsilon Chapter during his senior year; and Ray O., Jr., who attended the University of Arizona and spent four years in the Coast Guard during World War II. Both sons are now in their father's business.

## **Otis Hoyt**

The career of the late Otis Hoyt is one of almost continuous success in various kinds of business activity. An exceptionally versatile man, he conducted his various business interests with a high degree of ability and his record of accomplishment is a most inspiring one.

Born on a farm in Illinois on February 18, 1880, Otis Hoyt was the son of the late James and Effie Hoyt. His father passed away some years ago, but his mother is still living.

Mr. Hoyt was educated largely in private schools and as a youth held several different jobs in connection with music, his father having been a musician. Soon after his marriage to Miss Coral Albertson at Battle Lake, Minnesota, in 1904, he established a piano store of his own at Fergus Falls, Minnesota, continuing there until 1908 when he moved to Missoula, Montana, and continued in the piano business in that city.

It was in 1915 that Mr. Hoyt came to California. Presently locating in Long Beach, where he became interested in real estate, it was not long before he became identified with the amusement business. He built the Liberty Theater, now known as the Roxy, and also the Hoyt Theater, now the Strand. At the latter he put on legitimate shows and many of the leading theatrical stars of the nation appeared there. At one time he owned and operated five theaters on the Pike.

Mr. Hoyt subsequently operated the theater in the Ebell Club Building. Probably no other individual has been so closely identified with the theater



business in Long Beach as Mr. Hoyt. He has been properly designated as the outstanding man in the business here and he virtually revolutionized the industry in this city.

While he became widely known in the amusement business, Mr. Hoyt made his real mark in the world in the oil industry. About twenty years before he passed away, he became interested in Signal Hill and as an independent operator drilled fourteen wells in that area. He also had important interests in Bakersfield and particularly in the Maricopa Field. This latter had been abandoned for about 50 years, and he drilled twelve wells in that area and is properly credited with bringing the field back into production after its having lain dormant for many years. He ultimately sold his properties there to the Shell Oil Company. His last activity in the oil industry was drilling three wells in the McKittrick Field.

In addition to all his other business activities, Mr. Hoyt was the founder and for a number of years operator of the White Laundry in Long Beach.

While preeminently a business man, Mr. Hoyt had a wide variety of avocations and led a full and enjoyable life. He was a life member of the Elks Lodge in Fergus Falls, Minnesota. In California he was a member and former President of the Virginia Country Club and belonged to the Southern California Golf Association, his favorite sport having been golf. He was also a founder and life member of the Pacific Coast Club and was affiliated with the Rotarians of Long Beach. He owned a ranch at Indio and enjoyed visiting it particularly on account of the change of climate from Long Beach.

In addition to his widow, Mr. Hoyt is survived by a son and two daughters: Wayland, of Los Angeles; Virginia, the wife of Kenneth Graydon, living on a ranch at Delano; and Marjorie, the wife of Captain J. D. Goode, U.S.N., retired, living on the family ranch at Indio.

## **James Edward Pawson**

James E. Pawson has long been classed as one of the able lawyers of Long Beach, and has been a member of the local bar for over thirty years.

Born in Hoopeston, Illinois, on September 13, 1894, he is a son of the late Edward and Jennie May (Orr) Pawson. His father was for many years successfully engaged in the lumber business in Illinois, and came to Long Beach in 1909 to retire.

The subject of this sketch received his elementary and high school education in this city, and then entered the law school of the University of Southern California where he graduated in 1916. Soon thereafter he began practice in Long Beach, continuing alone until 1922, when he became a member of the





*Melvin L. Campbell*



firm of Todd, Pawson & Watkins, but for a number of years past he has practiced alone.

Mr. Pawson is a member and past President of the Long Beach Bar Association, and he is a former member of the Board of Governors of the Los Angeles County Bar Association. He is past President of the Inter-Allied Service Association. A prominent Mason, he has attained the degree of Knight Templar in the York Rite and the Thirty-second Degree in the Scottish Rite. He also belongs to the Elks Lodge of Long Beach. His law fraternity is Delta Theta Phi.

During World Wars I and II he was a legal advisor to the Selective Service Boards, and during the last war he served in the Temporary Reserve of the Coast Guard.

Mr. Pawson married Miss Dorothy Phipps, and they have two children: Edward, who served in the United States Navy for five and a half years during World War II, having risen to the rank of Lieutenant Commander; and Patricia Nancy, the wife of Paul Webb, of Long Beach.

## **Melvin L. Campbell**

For over half a century one of the most prominent Long Beach families has been that of Melvin L. Campbell, whose father, W. L. Campbell, engaged in the real estate business here from the year 1896 until his passing in 1918, and he became the owner of a large amount of property which has become exceedingly valuable, including several corners in the business district of Pine Avenue. He was rated as one of the largest individual property owners in the city during his lifetime. In addition to his business activity, W. L. Campbell was a public spirited person and participated freely in community affairs, and served three terms as a member of the Long Beach City Council.

Melvin L. Campbell was born at Perry, Iowa, on August 1, 1885, and his grammar and high school education was received at Long Beach. He subsequently attended the University of California for one year, following which he ranched for about eight years at Artesia.

At the death of his father, Mr. Campbell returned to Long Beach to take charge of the family estate, which he did very efficiently until the end of his life, at the same time building up a successful real estate and insurance business on his own account. He had numerous other connections, being a Director and Vice-president of the Seaside Hospital, a Director of the Western Savings Bank, a Director of Buffum's Department Store, as well as being identified with several other corporations in an official capacity.

Like his father, Melvin L. Campbell also had served on the Long Beach City Council, and in fact his life in many respects exactly paralleled his

father's—so much so that one reading his father's biography might well believe that it was his own biography.

Fraternally, Mr. Campbell was a member of the Masons, including Scottish Rite bodies, and the Shrine. His service club was the Rotary. He was a charter member and oldest living member of the Virginia Country Club of which he had served as Director for several years.

Mrs. Campbell was Miss Winifred Doyle, and she survives him with two children: Marjorie, the wife of Mr. Sam Peek, and Janice, whose engagement has been announced to Howard O. Coale. Mr. Campbell's home life was ideal, and he derived his greatest pleasure in life with his wife and children. Just at the time of his passing he had planned to relinquish most of his business interests, and do extensive traveling with Mrs. Campbell, but his untimely death made these plans impossible of fulfillment.

Mr. Campbell passed away on September 9, 1947. His memory will long be revered by his numerous friends and business associates. A man of exemplary character, he was respected by all who knew him, and his kindly disposition made him many friends.

### **Judge Ralph H. Clock**

The late Judge Ralph H. Clock was one of the most outstanding lawyers, not only of Long Beach but of Southern California, and as senior member of the firm of Clock, Waestman and Clock, he was identified with one of the oldest and largest law offices in this part of the state.

Judge Clock was born on September 3, 1878, at Geneva, Iowa, son of Henry A. and Susan M. (Reeve) Clock. His father was engaged in the mercantile business for many years, but retired in 1910 and came to Long Beach where he resided until the end of his life.

Ralph H. Clock received his early education in Hampton schools and then attended the University of Minnesota. He completed his professional education in the law school of Drake University at Des Moines, Iowa, where he received the degree of Bachelor of Laws. In 1904 he began the practice of law in Iowa, where he remained until 1911, when he came to Long Beach and practiced alone until 1916. He then formed a law partnership with C. C. McWhinney and the firm took the name of Clock & McWhinney. In 1921 his brother, John Clock, was admitted to the firm, and later his son, Henry H. Clock, became a member, R. A. Waestman being the other member of the firm.

On the unanimous recommendation of the Long Beach Bar Association, Governor Richardson appointed Judge Clock to the Superior Court Bench to fill out the unexpired term of Judge Myers in 1923. His record in that position fully met the expectation of those who had urged the appointment.



*Judge Ralph H. Clock*





Judge Clock was a member of the California Fish and Game Commission, and he was appointed by former Secretary Jardine as a member of the Advisory Committee under the Migratory Bird Treaty with Canada. During the first World War he was a member of the Long Beach Exemption Board. Long active in the affairs of the Republican party, he was a former vice-president of the Republican State Central Committee. He was state senator from the 33d senatorial district during the sessions of 1931 and 1932. For some years he served as President of the Western Bank in Long Beach and also of the Peoples Bank.

Judge Clock married Miss Maude E. Harriman. Mrs. Clock has been particularly active in club work and civic affairs, and she is a past president of the P.E.O. Sisterhood of the State of California, and active as a member of the Palm Springs Women's Club, of which she was president during 1942-1943. For many years a member of the Board of Directors of the Long Beach Day Nursery, she is currently president of this worthy organization. Other affiliations include the Ebell Club and the Daughters of the American Revolution. She is also a member of the Advisory Board for the Long Beach Chapter of the Junior League.

Judge Clock was a member of the American, State, and Los Angeles Bar Associations, and had been president of the Long Beach Bar Association. Fraternally, he belonged to the Elks, Knights of Pythias, Woodmen of the World and Alpha Tau Omega college fraternity. He was an early member and a former president of the Virginia Country Club, and he also belonged to the Pacific Coast Club.

Judge Clock passed away on May 29, 1944. His outstanding success as a member of the legal profession and his high personal character gained for him the esteem and affection of his fellow citizens, and his memory will long be honored by all of those who knew him.

## **Henry H. Clock**

Henry H. Clock, a member of the law firm of Clock, Waestman and Clock, was born in Hampton, Iowa, on March 8, 1908. He is a son of the late Judge Ralph H. Clock, and Maude H. (Harriman) Clock. Coming to Long Beach with his parents when a young boy, Mr. Clock received his elementary and high school education in this city. He attended Stanford University for three years, and after studying law at Southwestern University, he successfully passed the State Bar examinations in 1931 and immediately took up practice with his father's law firm, which was the predecessor of the firm in which he is now a partner.

In addition to carrying on an extensive law practice, Mr. Clock has numerous other business and civic activities. He has been a director of the People's Bank of Lakewood for a number of years, and is active in the oil and construction business. He has been chairman of the Republican County Central Committee for the 70th Congressional District. During the recent war, he was on the Appeal Board for the Office of Price Administration. Long interested in boys' welfare, Mr. Cook is a director and secretary of the Long Beach Boys Club, and a member of the Long Beach Boy Scouts Council. He serves on the advisory board of the Children's Auxiliary of the Seaside Memorial Hospital.

Along social lines, Mr. Cook is a member and former president of the Virginia Country Club, a director and founder of the O'Donnell Golf Club of Palm Springs, a member of the Tennis Club of Palm Springs, the Wayfarers Club of Long Beach and the Mumlbers Club of Long Beach. His college fraternity is Phi Delta Theta.

Professionally, Mr. Clock is a member of the American Bar Association, the State Bar of California, the Los Angeles County Bar Association and the Long Beach Bar Association.

The former Miss Frances V. Terry, daughter of Dr. Roy A. Terry, became the wife of Mr. Clock. She is an alumnae of the University of Southern California, where she was a member of Kappa Alpha Theta sorority. She is an active member of the Long Beach Junior League and P.E.O. Sisterhood. The children of Mr. and Mrs. Clock are Philip Terry, age thirteen, and David Ralph, age ten.

## **John G. Clock**

John G. Clock, senior member of the law firm of Clock, Waestman and Clock, has long occupied a foremost position in the legal profession of Long Beach. In addition to carrying on a large and important law practice, Mr. Clock has been prominent in civic affairs and officially connected with several large business institutions.

A native of Hampton, Iowa, Mr. Clock was born on February 26, 1896, son of Henry A. and Susan M. (Reeve) Clock. His father was formerly a merchant, and retired from business in 1910, spending the balance of his life in California.

The subject of this sketch attended the public and high schools of San Bernardino, California, and was graduated from the Long Beach High School in 1914. He then entered the law school of the University of Southern California, completing the course and being admitted to the bar in February, 1920.





JOHN G. CLOCK









THOMAS A. NEWTON

He at once began the practice of his profession, forming a partnership with his brother, Ralph H. Clock, and C. C. McWhinney, under the firm name of Clock, McWhinney & Clock. Mr. R. A. Waestman shortly became a member of said firm, and some years later, following Mr. McWhinney's retirement, the firm name was changed to Clock, Waestman & Clock.

Mr. Clock is a director of the Western Bank and also of Buffums' Department Store. He is Vice-President of the State Bar of California and a former president of the Long Beach Bar Association. Currently he is chairman of the 18th Republican Assembly District. Social affiliations include the Virginia Country Club and the Pacific Coast Club.

Long prominent in golf circles, Mr. Clock is a former president of the Southern California Golf Association, and he is now vice-president of the California Golf Association.

Mr. Clock's fraternal affiliations are with the Masons, being a member of Long Beach Lodge, No. 327, A. F. & A. M.; Long Beach Chapter, R. A. M.; Long Beach Consistory, A. A. S. R.; and the Knights of Pythias. His legal fraternity is Delta Theta Phi.

The former Miss Blanche Dorsett became the wife of Mr. Clock. They have two daughters: Rosemary, who is married to John M. Sadler, and resides at Palo Alto, and Carolyn, who is a senior at the University of California.

### **Thomas A. Newton**

Thomas A. Newton, who established the Newton Investigation Bureau in Long Beach about twenty years ago, has during the intervening years built up a very large and highly rated organization. Starting as a one-man agency, the personnel now aggregates about a hundred, including a large force of guards furnished for patrol of steamships. The payroll aggregates nearly \$250,000 per annum. The Newton Bureau is prepared to handle virtually any kind of private detective and investigation work and, by reason of his experience and qualifications, Mr. Newton's services are in constant demand. His is now the largest private detective agency in Southern California, and it is noteworthy that the agency has been instrumental in the preparation of either the defense or the prosecution of almost every important civil and criminal case held in Long Beach in recent years. In addition to the large staff of uniformed and plain clothes officers, the agency also has a number of women officers.

Mr. Newton is a native of Joaquin, Texas, born May 1, 1901, son of Thomas W. and Mary (McKneese) Newton. His father's family was originally from Alabama, and he settled in Texas in his early boyhood and was a merchant

in Joaquin. After graduating from high school in his native town, Thomas A. Newton entered Southern Methodist University in Dallas, where he graduated in 1924. Prior to coming to California, he was an adjuster for an insurance company in Dallas, Texas, and for three years he operated a chain of grocery stores in Tulsa, Oklahoma.

A public-spirited citizen, Mr. Newton was for several years very active in the Junior Chamber of Commerce, and he is now a member of the Long Beach Chamber of Commerce. He is a Director of the California Association of Detective Investigators.

On June 7, 1924, Miss Lucille Doris became the wife of Mr. Newton in Dallas, Texas. They have a son, Bill, who is taking a pre-medical course at Long Beach City College.

Golf and bowling are Mr. Newton's favorite sports.

The offices of the Newton Investigation Bureau are in the Jergins Trust Building in Long Beach.

### **S. Albert Molle, M.D.**

A noted psychiatrist of Southern California is Dr. S. Albert Molle, who has an exceptional record of training and accomplishment in his chosen field of endeavor.

A native of Toledo, Ohio, Dr. Molle was born October 3, 1910, son of Hyman and Sadie (Levinson) Molle. Both parents are still living and make their home in Los Angeles.

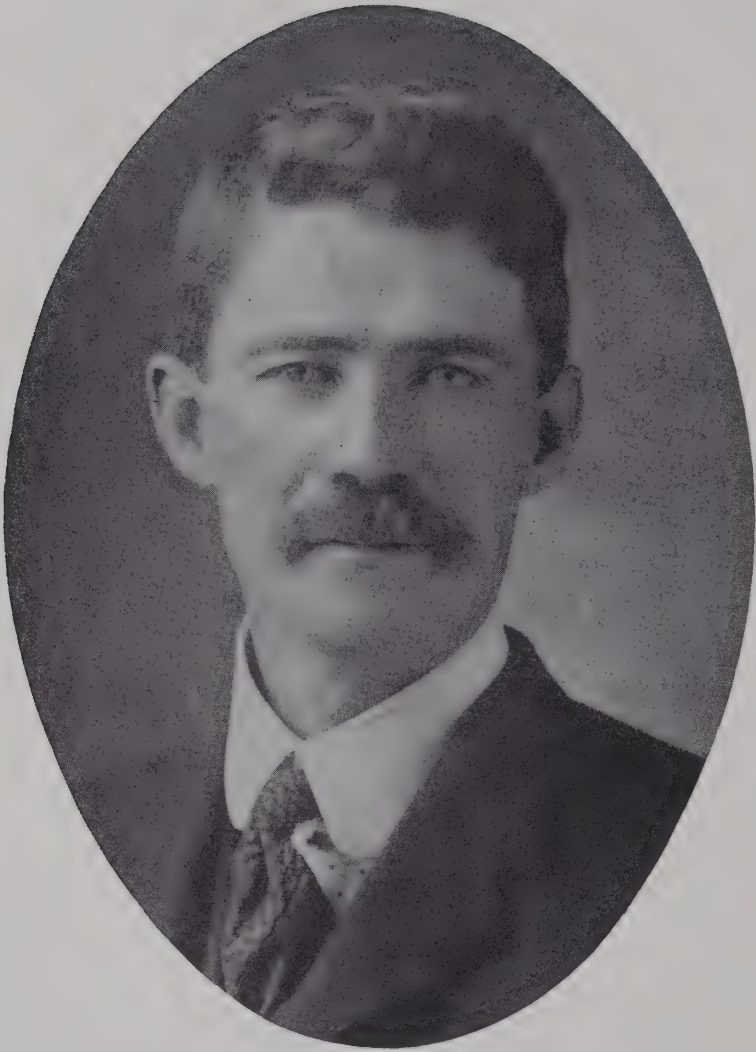
The future doctor's early education was in Ohio, and he is a graduate of the University of Toledo. His professional course was taken at the College of Medicine of Wayne University in Detroit, Michigan, where he received his degree of M.D. in 1936. He also holds a degree of N.S. in neurology from the University of Michigan, awarded in 1942. Following an internship at the William J. Seymour Hospital, in Eloise, Michigan, he practiced in Toledo for two years.

In September, 1942, Dr. Molle was commissioned in the medical corps of the United States Army, and for the following four years he was assistant chief of the neuro-psychiatric service at the Newton D. Baker Hospital in Martinsburg, West Virginia. Originally commissioned lieutenant, he was subsequently promoted to captain, and later to major. He was cited for the Army Commendation Ribbon for meritorious service rendered while on active duty.

Dr. Molle came to Southern California in 1946, establishing offices both in Long Beach and in Los Angeles. He is consultant in the field of psychiatrics at the Veterans Hospital in West Los Angeles, and in Long Beach he serves on the board of the Mental Hygiene Clinic.







CARL D. HENDRICKSON

He has recently established a psychiatric clinic of his own at 1947-76 Magnolia Avenue, in Long Beach, the first institution of its kind in this city.

Affiliations of Dr. Molle include the American, California and Los Angeles County Medical Associations, as well as the National Society of Psychiatry and Neurology. He is one of the Consulting Neuropsychiatrists for the Juvenile Court of the Superior Court of Los Angeles County.

The former Miss Gladys Hagemeyer, of Evansville, Indiana, became the wife of Dr. Molle. They have two daughters, Sonya Ann and Paula Sue.

### **Carl D. Hendrickson**

The late Carl D. Hendrickson was a prominent and well-known citizen of Long Beach for many years and was one of the community's well-beloved individuals. A native of Windfall, Indiana, Mr. Hendrickson was born on March 23, 1872, and passed away in Long Beach on November 11, 1945. He was the son of Alonzo P. and Lucinda Hendrickson. His father was formerly a wholesaler and manufacturer at Indianapolis.

The subject of this sketch received his early schooling in his native state, and his family moved to California when he was only fifteen years of age. He continued his schooling at Pasadena and later in Long Beach; and it is interesting to note that he met Miss Zoe Osborn, the lady who was to become his wife, while attending school in this city at 6th and Pine Avenue.

Soon after his marriage, Mr. Hendrickson purchased a small ranch at Atlantic Avenue and Anaheim Boulevard, at a point then on the outskirts of the business district of the city. Later, he purchased a small store, and ultimately engaged in the automobile business as Ford agent here.

During the latter years of his life, Mr. Hendrickson was engaged principally in buying and selling real estate and in subdividing his property, which included his thirty-five acre ranch at Anaheim and Atlantic. He had a special aptitude for real estate and managed his property dealings with great success.

Mr. Hendrickson served two years on the Long Beach City Council. A great booster for the city, he was interested in everything which tended toward community development, one of his special activities being furthering the development of the Long Beach harbor. He was a man of kindly disposition and always ready to help those in need.

A talented poet, Mr. Hendrickson's poems filled a complete volume. He also had written several plays. His writings show a splendid sense of the finer emotions of life as well as a subtle sense of humor. Some of his poems are written very much in the vein of those of the late James Whitcomb Riley.



Mr. Hendrickson was a member of the Friends Church, and he had also been a member of the old Cosmopolitan Club of Long Beach. Fraternally, he was affiliated with the Elks Lodge. He had one son, Ralph, who passed away a number of years ago.

Mrs. Hendrickson, who survives her husband, was formerly active in community affairs and still retains membership in the local Y.W.C.A. She, like her husband, has always been a generous supporter of worthwhile community undertakings.

### **Stirling G. Pillsbury, M.D.**

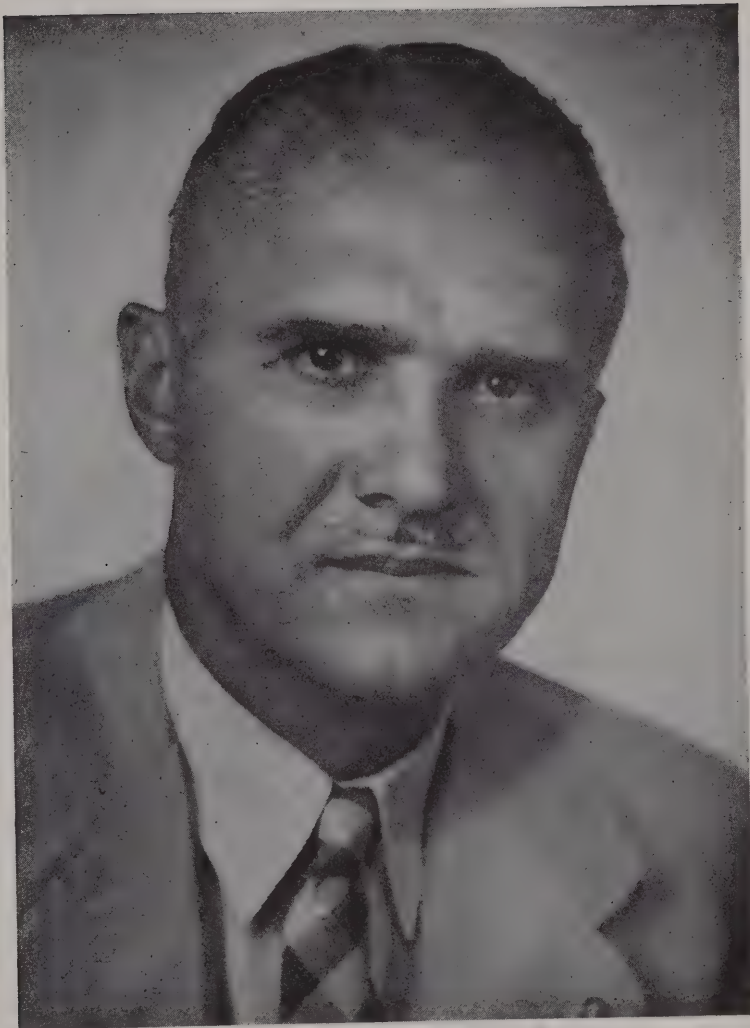
Dr. Stirling G. Pillsbury has long ranked as a leading member of the medical profession in Long Beach, and as a specialist in gynecology and obstetrics, he is widely known; and as president of the Board of Directors of the Seaside Hospital, since January, 1947, he holds one of the highest and most important offices a physician and surgeon can hold in Long Beach.

Dr. Pillsbury was born in Monmouth, Illinois, July 5, 1898, son of Mr. and Mrs. Henry Lee Pillsbury. His father was formerly a successful real estate and insurance man, and subsequently served as City Tax Collector, City Treasurer and Councilman.

The future doctor came to California with his parents in 1905, and graduated from high school in Long Beach. His academic training was taken at Stanford, where he received the degree of A.B. in 1920. He then entered the Medical School of Harvard University, completing his course there in 1923, with the degree of M.D. After that, three years in Lane Hospital of San Francisco, were followed by one year in the famous Boston Lying-in Hospital.

Dr. Pillsbury is a Fellow of the American College of Surgeons, and also a Fellow of the Los Angeles Obstetrical and Gynecological Society. In 1938 he was certified by the American Board of Obstetrics and Gynecology. He is instructor in obstetrics and gynecology at the University of Southern California, senior visiting physician of the Obstetrical and Gynecological Service and Chief of Staff of the Los Angeles County Harbor General Hospital, and chairman of the Obstetrical and Gynecological section of the Seaside Hospital. He is also a member of the staffs of Community and St. Mary's Hospitals.

During the recent war Dr. Pillsbury was commissioned Major in the Medical Corps and subsequently promoted to Lieutenant Colonel. Assigned to the army air forces, he was in charge of obstetrics and gynecology for the wives of service men at a government hospital in Miami Beach, Florida, having been stationed there from March, 1943, until April, 1946. He also



STERLING G. PILLSBURY, M. D.





served in World War I as an ambulance driver for the American Red Cross on the Italian front.

Dr. Pillsbury married Miss Helen Hauge in August, 1929. She is the daughter of the late Dr. and Mrs. Oscar Hauge, her father having been mayor of Long Beach at one time and a member of the Los Angeles County Board of Supervisors. The two sons of Dr. and Mrs. Pillsbury, Stirling G., Jr., and Ronald Cree.

Dr. Pillsbury's fraternal affiliations are with the Masons, and he is a member of the Congregational Church. He is also a member of the Rotary Club, Virginia Country Club, and is past president of the Southern California Tuna Club, and belongs to the Tuna Club at Avalon.

## **Freed Hair**

For twenty-five years Freed Hair has been a resident of Long Beach, and for twenty years of this time he has been engaged in business for himself, and as the owner and operator of one of the best patronized drug stores in Long Beach at 1950 East Fourth Street, and three variety stores, he has achieved an outstanding financial success in this community.

In addition to being one of Long Beach's most successful business men, Mr. Hair has taken a leading part in civic affairs, having headed several of the most important organizations of the city.

Mr. Hair is a native of Texas, born in the town of Bulcher on July 20, 1897, the son of William Robert and Ophelia Hair. His father formerly operated a large general merchandise store in the town of Bulcher. Both parents are now deceased.

Freed Hair attended grammar school in Texas, and completed his high school work at Cordell, Oklahoma. He taught school for some time in Texas and Oklahoma, and had the unusual distinction of having had a teacher's certificate when only sixteen years old. He took a course in pharmacy at the University of Oklahoma, paying his expenses in college by theatrical work and playing the saxophone.

Coming to Long Beach in 1923 to remain permanently, Mr. Hair was employed by the Pickerill Drug Stores for a time, and subsequently was employed by A. E. Drown. As early as 1927 he went into business for himself with the store at 1327 East Fourth Street. After about a year he sold this store and opened one at the corner of Fourth and Orange, which he owned until January, 1941, when he sold it. Meanwhile, in 1933, just after the earthquake, he opened the store on the corner of Cherry and Fourth Street, to which he now devotes his entire time. In addition to the fully stocked drug depart-

ment, with the numerous side lines now included in the average drug store, a splendid restaurant is also operated.

Mr. Hair is particularly well known in Long Beach as an amateur showman. He sponsors and puts on numerous shows of various kinds before local organizations, and usually serves as Master of Ceremonies. He is also noted as a monologist and story-teller, and knows hundreds of interesting anecdotes. He has the unique ability of never forgetting a good story, no matter how long ago he may have heard it. During World War II he ably did his part by entertaining service men at hospitals, clubs and at various other organizations in different parts of Southern California. He made about a thousand appearances and he describes his amusing programs as "sheer nonsense."

Mr. Hair is a member and past President of the Lions Club, a member and Past Exalter Ruler of the Long Beach Elks Lodge, and is affiliated with the Masons, Shriners and Sciots, being Past Toparch of the latter. He also belongs to the Fly Casting Club of Long Beach.

A recent very important activity of Mr. Hair was his chairmanship of the committee which welcomed the Freedom Train to Long Beach.

The former Miss Velma Kelly, originally from Oregon, became the wife of Mr. Hair. They have a daughter, Marlene.

## **Harry Ormond Wallace**

The late Harry Ormond Wallace was a highly esteemed member of the legal profession in Long Beach for the last fourteen years of his life, and during the period of his residence in this community he enjoyed the friendship and respect of all who knew him.

A native of Topeka, Kansas, Mr. Wallace, known to close personal friends as "Jim," was born on December 13, 1904, and passed away in Washington, D.C., on February 26, 1948. He was the son of Fred G. and Ellen (Ormond) Wallace. While his mother is deceased, his father is still living and makes his home in San Antonio, Texas.

Harry O. Wallace first went to school in Chicago, and finished his high school course in Vincennes, Indiana. He subsequently attended Peekskill Military Academy in New York and then entered Hamilton College, where he spent three years and joined Sigma Phi, the second oldest American college fraternity.

Leaving college at the end of his Junior year, Mr. Wallace spent several months in foreign travel and subsequently located in Tampa, Florida, for about a year. He came to California in 1926, and for two years was employed by the Standard Gasoline Company in Whittier. It was in 1927 that Mr.



HARRY ORMOND WALLACE





Wallace located in Long Beach. He held positions with Spencer Kennelly Chevrolet Agency, Angeles Abbey Mausoleum, and later became district manager for the Wear Ever Aluminum Company in this area.

Having had the ambition to become a lawyer, Mr. Wallace enrolled at Southwestern University Law School in 1931 and was graduated in 1934, cum laude, passing the Bar examination the same year. He began practice in association with Clyde Doyle, and in 1938 formed a partnership with Mr. Edison Thomas, continuing with him until October, 1942, when he was commissioned lieutenant in the United States Navy. For twenty-two months he was stationed at Sand Point Naval Air Station, Seattle, where he ultimately was made assistant executive officer. From there he went to the Pacific front with his commanding officer from Sand Point, serving aboard the aircraft carrier "Natoma Bay" from January, 1945, until the last of September, 1945, seeing action during the campaigns for Iwo Jima, Okinawa, and finally Sakishima where the ship was kamikazied. In October, 1945, Mr. Wallace was made lieutenant commander, and in November was placed on inactive duty. Immediately following, he resumed law practice in the firm of Thomas and Wallace. He handled many important cases, particularly those in which financial institutions were involved. At the time of his sudden death, he was in Washington, D.C., in connection with litigation for the Long Beach Federal Savings and Loan Association. A keen student of law, his ability was widely recognized and he has left an enviable name and reputation in this community, not only for his success as a lawyer but for the high code of ethics to which he invariably adhered. In addition to being admitted to practice in the State courts, he had also been admitted to practice before the United States Supreme Court.

One of Mr. Wallace's great interests in life was in the Boy Scout organization. He was chairman of the Court of Honor for several years, and for the two years preceding his Naval service, he was president of the Long Beach Area Council. At the time of his death, he was serving on the board. He was one of the organizers, and the first president, of Long Beach Post No. 13 of AMVETS, (American Veterans of World War II), the first post established in Long Beach. Fraternally, he was a member of the Elks Lodge.

A hobby affording him much satisfaction since leaving the service was the building of a mountain cabin in collaboration with a friend, for the use of their respective families. The project was practically completed at the time of his death.

On August 25, 1927, Mr. Wallace married Miss Ruth Anna Billingham, daughter of Dr. and Mrs. B. D. Billingham, at Reno, Nevada. Her father had the unparalleled record of having been superintendent of schools in Reno for over twenty-seven years. Mrs. Wallace has also been engaged in school work,

and taught for several years at Long Beach Polytechnic High School. Currently she is teaching in Enterprise District in Compton.

In addition to his widow, Mr. Wallace left one son, Richard Alan Wallace, who attends elementary school in Long Beach. He is also survived by a half sister, Mrs. Ellen Lynn of San Bernardino, California. Mr. Wallace was a member of the Episcopal Church in Vincennes, Indiana.

### **Calvin A. Lauer, M.D.**

Dr. Calvin A. Lauer, recognized as one of the outstanding surgeons of Long Beach, occupies a position of exceeding importance in medical circles of this city as chief of surgery at the Seaside Hospital, and because of his activity in post-graduate surgical training.

Dr. Lauer was born at Springfield, Illinois, son of Albert and Louise Lauer, on September 1, 1903. He received his early education at the University of Chicago and his medical course was taken at University of Illinois. He interned at Cook County Hospital in Chicago.

Dr. Lauer began his practice in Long Beach, coming here in December, 1931.

During World War II Dr. Lauer served in the United States Navy with the rank of Commander. His period of active duty lasted from 1942 to 1945. During practically this entire time, he did surgical work in hospitals on the Pacific Coast.

Dr. Lauer is a member of the American, California, and Los Angeles County Medical Associations, as well as the Harbor Branch of the latter. He is a Fellow of the American College of Surgeons, and in 1943 was certified by the American Board of Surgery. He is a member of the Surgical Committee of the Adelaide Tichenor Clinic and is senior surgeon at the Torrance General Hospital.

A social affiliation of Dr. Lauer is the Pacific Coast Club.

He married Evelyn Alice Johnson in 1929. They have two daughters: Barbara, a senior at Wilson High School, and Marlene, who attends the Will Rogers School. The former has been president of the Junior Philharmonic and is now president of the Girls' League.

### **William E. Hinshaw**

A real old pioneer of Southern California, the late William E. Hinshaw, Mayor of Signal Hill for fifteen years, and otherwise prominent in the life of this part of the state, left a name and reputation which will long be remembered by his numerous friends and business associates.



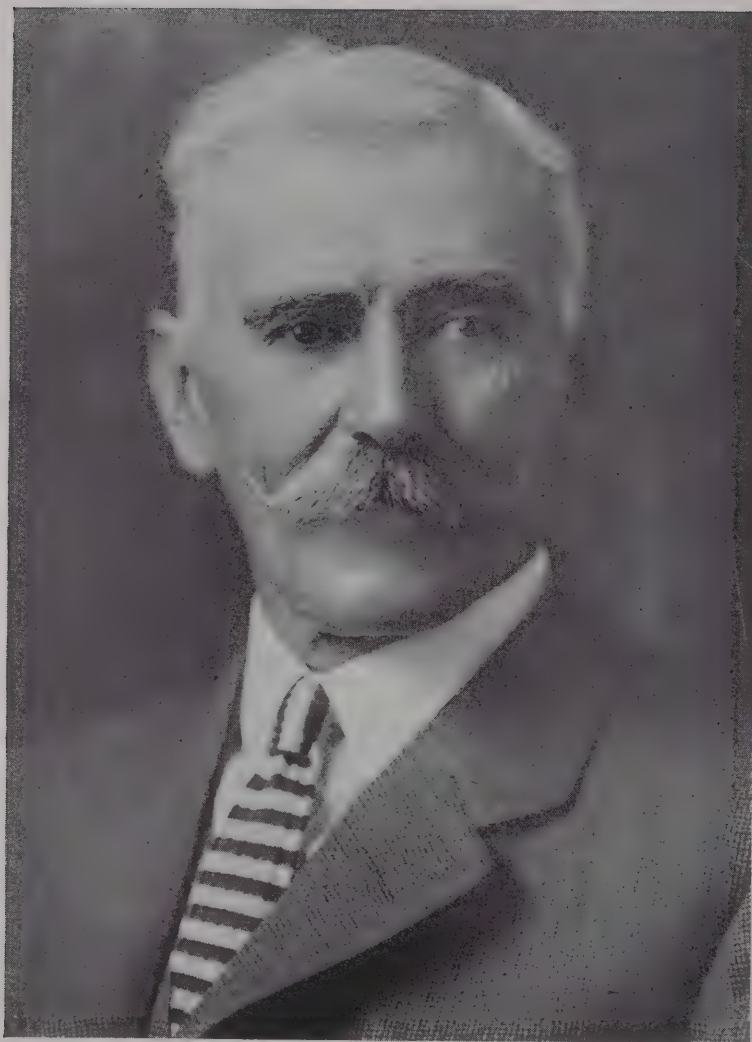


CALVIN A. LAUER, M. D.









WILLIAM E. HINSHAW

Mr. Hinshaw was born at Lynn, Indiana, on the 22nd of September, 1868, the son of Elijah and Rebecca (Lawrence) Hinshaw, both of whom were natives of North Carolina.

William E. Hinshaw received his educational training in the district schools of his native state and remained at the family home farm until twenty-three years of age. In the following year he married and began farming on his own account; then after two years he opened a merchandise store at Lynn. Conducting this business for eight years, he sold out and came to California to rest for a few months. During his stay in this part of the country he spent three months in Long Beach in 1902, and was well pleased with the place, recognizing its future possibilities. He returned to Lynn, and helped to organize the Independent Telephone Company, of which he became secretary and manager, retaining his connection with that enterprise until December, 1903. Cold weather then made him think of the balmy climate of Long Beach and the southern coast country, and he again came west, spending some time in old Mexico, and he then returned to Long Beach, remaining until July, 1904, when he again went to Indiana, closed out his interests and came back to Long Beach to establish his permanent residence here.

When Mr. Hinshaw settled here, the population of Long Beach was approximately 4,000. As he visualized a great growth, he soon entered the real estate business under the firm name, Wilmington Realty Company, and for a number of years he dealt extensively in real estate, both in Wilmington and in Long Beach. He was one of the organizers of the Wilmington Dock Company, the purpose of which was to develop the harbor.

In 1905 he was particularly active in the interest of harbor improvement and to this end went to Washington, D.C., as the representative of the Chamber of Commerce. About that time, under the new city charter, he was appointed a member of the Board of Police Commissioners of Long Beach, which position he held for three months, when he was appointed a member of the Board of Public Works, the duties of which position he discharged for two years. In 1910 he was elected a member of the State Legislature, serving one term, and in 1912 was elected a member of the Board of Supervisors of Los Angeles County, serving one term of four years. During his incumbency the Los Angeles County Flood Control District was organized and he was most active in bringing about the successful activities of this organization.

In 1916 Mr. Hinshaw became interested in the Signal Hill district, to which place he moved and erected a beautiful home on his ten acre piece of property, located on the northeast corner of Cherry Avenue and Hill Street.

In September, 1925, he was elected to the Signal Hill City Council. He was selected as chairman which automatically made him Mayor of the city, and he continued in this office until 1940, when he declined to run for

re-election. The conduct of his official duties was characterized by his scrupulous regard for the public welfare, and his long term in office is eloquent testimony to the splendid service he rendered the City of Signal Hill.

For a number of years interested in the oil business, there were several wells drilled on Mr. Hinshaw's home place, and he had oil interests in Long Beach.

On March 9, 1892, Mr. Hinshaw married Miss Dottie D. Turner. He passed away on the morning of their fifty-fifth wedding anniversary, March 9, 1947. Mrs. Hinshaw was her husband's constant helpmate and advisor, and he always attributed the success he made in life to her good judgment and wholesome influence.

### **Burton F. Pike, D.V.M.**

Although a comparatively young man, Dr. Burton F. Pike is rated as one of the leading veterinarians of Southern California, and as owner and operator of the Blue Cross Dog and Cat Hospital on East Pacific Coast Highway in Long Beach he heads what is the largest and probably the best patronized veterinary hospital in the city.

Dr. Pike was born in Austin, Minnesota, on March 21, 1919, son of Dr. Leslie E. and Ada J. Pike. His father practiced veterinary medicine for many years in Minnesota, and coming to Long Beach in 1935 established himself here, erecting the modern, attractive veterinary hospital at 2665 East Pacific Coast Highway, which is now leased to his son, he having retired in 1945, although he continues to make his home in Long Beach.

Dr. Burton F. Pike received his professional training at Washington State College, having been granted his degree of D.V.M. in 1941. Soon thereafter he joined the veterinary corps of the United States Army and was commissioned a Captain. His duties had to do with food inspection on the Pacific Coast and his period of service lasted from 1942 to 1945. In the latter year, he took over his father's veterinary practice in this city.

In conducting the Blue Cross Dog and Cat Hospital Dr. Pike has two veterinarians as associates and a total of about eight employees. Every facility is available for the care and treatment of small animals, which are brought to the institution from a wide area of Long Beach.

Dr. Pike is a member of the American, California and Southern California Veterinary Associations. Locally, he is affiliated with the Junior Chamber of Commerce. His college fraternity is Sigma Nu. He married Miss Clarice Anderson, formerly of San Francisco. She attended Stanford University.



## **Chief Alvin F. Slaight**

The capable and popular Chief of Police of Long Beach is Alvin F. Slaight, who has literally risen from the bottom of the ladder to his present position entirely through his own efforts and largely in competition with others in the force.

A native of Douglas County, Missouri, the Chief was born on April 17, 1903, son of George A. and Florence B. Slaight. When he was only six years old, his family moved to Kansas, and he received his schooling in the town of Ellsworth in that state. Later in life, he took courses in English at the University of Southern California as well as work at the California Academy of Police Science. He has also studied law.

When a young man the future Chief enlisted in the United States Navy, in December, 1922. He was discharged in Long Beach in December, 1926, having filled his four-year enlistment. Then, for a period of two years, he was in the production department of the Richfield Oil Company in this community. Having long had a desire to be either a lawyer or to hold public office, he took the Civil Service examination given by the Police Department of Long Beach. Successfully passing this, he was appointed patrolman in February, 1929, and advanced through the ranks by competitive examinations to sergeant, lieutenant, and captain. He was appointed Chief by the then City Manager in November, 1944. His administration of the department has been characterized by the utmost efficiency, and he has shown himself to be the right man in the right place. The total personnel of the department now aggregates about 400, all expertly trained and organized into a smoothly functioning body.

Chief Slaight is a member of the International Association of Chiefs of Police, the California Peace Officers Association, the Pacific Coast International Association of Law Enforcement Officials, and the Los Angeles County Peace Officers Association. Other affiliations include the Masonic bodies represented in Long Beach and Al Maliakah Shrine Temple of Los Angeles. He is also a member of the Optimist Club, Virginia Country Club and the Pacific Coast Club.

The former Miss Frances E. Storrs, of Seattle, became the wife of Chief Slaight. They have four children: Alvin F., Jr., a law student at the University of Montana; Betty Jean, who recently became the wife of David G. Johnson; Norma B., who is attending Will Rogers Junior High School; and Donald Lee, who is also at the Will Rogers School.

## **Albert D. White**

A lawyer of outstanding ability and a citizen devoted to the best interests of Long Beach is Albert D. White, a resident of this city since 1921. Mr.

White enjoys a large and important law practice, with offices in the Farmers & Merchants Bank Building, where he has been located since 1936.

Mr. White's background and early life reveals the true meaning of individual initiative and opportunity under the American way of life. He was born in Philadelphia on July 11, 1899, attended the public schools, including high school, in that city, and for a short time attended Temple University. His education was interrupted by military service in World War I, serving in both the Army and the Navy as an enlistee in that war. Upon his discharge from active military duty, he applied himself to his studies but found the going somewhat difficult, from both a financial standpoint and because of the absence of time. The call of California and the pioneer spirit within him resulted in his arrival in Long Beach in 1921 and a job as salesman in a clothing store where he worked for about a year. He saved and borrowed and then opened his own clothing and haberdashery shop. In 1922 he married Miss Pauline Rogers, daughter of S. P. Rogers, an old-time resident of Long Beach, which marriage has endured through the years. Their daughter, Marilyn White, was born in August, 1923; she is a graduate of the University of California at Los Angeles, affiliated with Chi Omega Sorority, and is married to Larry W. Bonzer, son of Arthur F. Bonzer, Chairman of the 18th Congressional Republican District.

In 1921 Mr. White decided to fulfill his life-long ambition to be a lawyer and returned to his studies. He attended morning and evening classes at Southwestern University Law School, carrying on his haberdashery business and supporting his family during the years of his studies. In 1936 he passed the California Bar examinations and almost immediately thereafter launched into private practice in association with Eugene I. Fischer, now deceased. Two years later, Mr. White opened his own offices which have expanded as his practice has grown. His success as a lawyer is an established fact. He has litigated some outstanding cases resulting in opinions by the California Supreme Court which are considered as milestones in the law. One of these was the famous case in which Judge Leon Benwell's judicial office was concerned and in which case the Supreme Court of California, after two years of steady and protracted work by Mr. White, decided for the first time in its history that the independence of the judicial branch of government did not permit forfeiture of that office by the administrative branch under the existing circumstances of the case.

During the recent war Mr. White served without pay as attorney and Appeal Agent for Selective Service Board No. 277 in Long Beach and as a member of the Long Beach Board of the OPA in the review of gasoline rationing applications.

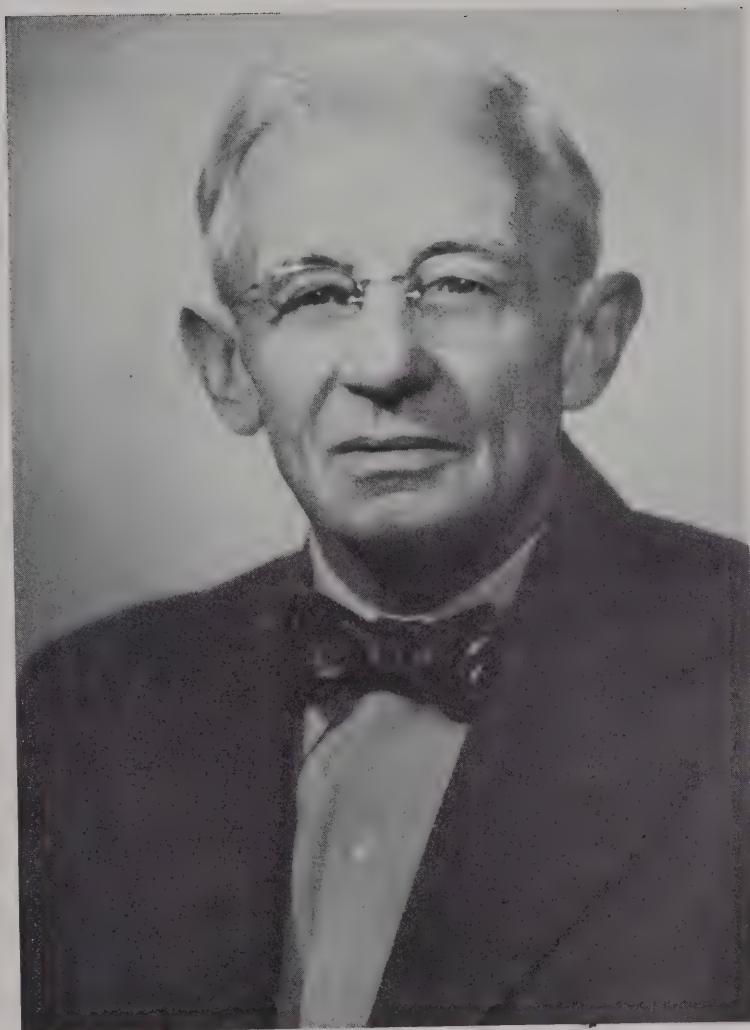
Mr. White is a member of the State Bar of California, the Long Beach Bar Association, Alamitos Bay Post of the American Legion and the Pacific



ALBERT D. WHITE







WILLIAM NICOLAUS





Coast Club. He is also a Mason, being affiliated with Signal Lodge 543 in Long Beach.

### **Orville L. Hastings, D.O.**

In a remarkably short time, Dr. Orville L. Hastings has built up an exceedingly large practice in Long Beach. Coming here in 1941, he has in the course of the past seven years become widely and favorably known as a specialist, devoting himself to internal medicine and giving particular attention to heart disease.

The doctor is a native of Wichita, Kansas, born December 12, 1911, son of Walter L. and Esther (Worrell) Hastings. His parents are still living and make their home in Long Beach, his father being retired from business.

The doctor attended school in Grinnell, Iowa, and completed his high school course in Des Moines. He subsequently spent two years at Iowa State University and two years at Riverside Junior College. His professional course was taken at the Los Angeles College of Osteopathic Physicians and Surgeons. He interned and filled a residency at the Los Angeles County Osteopathic Hospital. He is a member of the American and California Osteopathic Associations and of the American College of Osteopathic Internists. He also belongs to the American and California Heart Associations. He is a staff member of the Los Angeles County Osteopathic Hospital and former Chief of Staff of the Magnolia Hospital in Long Beach. He is also on the staff of the Doctors Hospital of Los Angeles. Every year for the past seven years, Dr. Hastings has taken post-graduate work at either the University of Michigan or at the Medical School of Harvard University.

The doctor's religious affiliation is with the Methodist Church. His college fraternity is Sigma Alpha Epsilon.

He married Miss Josephine McClaskey and they have one daughter, Carol Lee.

Dr. Hastings has for a number of years been interested in aviation and has a pilot's license and is the owner of an Avion plane which he uses for business and pleasure.

His attractive and well-equipped medical offices are located at 3842 Atlantic Avenue, in Long Beach.

### **William Nicolaus**

William Nicolaus, owner with his son of the Fancy Bakery in Long Beach, is one of the oldest, if not the oldest, business man in length of service in Long Beach, and his bakery is one of the oldest in Southern California.

Coming here in 1910, after wide experience in the bakery trade, Mr. Nicolaus purchased the Fancy Bakery, which had been founded in 1904 and was then located on Pine Avenue. He subsequently moved the business to his own property at 327 American Avenue and has been continuously active in the business for thirty-eight years, having given his son a half interest a few years ago.

Mr. Nicolaus was born in Baden-Nauheim, Germany, on June 14, 1873. He attended school in his native country and also for a short time in this country. His father, John Nicolaus, having come to this country in the late seventies, Mr. Nicolaus after the death of his mother followed in 1886. After leaving school in Boston, he worked as an apprentice baker in that town and there learned his trade. He soon came West to California and was a pastry cook in the Hotel Green in Pasadena for a time, and later held a similar position at the Coronado Hotel in Coronado and with the Florence Hotel in San Diego. As early as 1896, he opened a business of his own on North Main Street in Los Angeles, called the Boston Bakery. Later, he bought the Vienna Bakery and Cafe on First Street between Spring and Main. After disposing of this latter business, he came to Long Beach and has been here ever since.

As an indication of Mr. Nicolaus' standing in the community and his ability as a business man, he has for a number of years been a member of the advisory board of the Security-First National Bank in this city. He has also been a director of the Chamber of Commerce, and he was the president of the Long Beach Country Club for two terms.

Having had a lifelong ambition to own the property where his business was located, Mr. Nicolaus purchased the building where his business is now situated on American Avenue in 1918. This building houses his bakery and an adjoining business, and is considered a very valuable business property.

The success which he has enjoyed has not been due to sheer luck but to many years of concentrated effort and hard work. Mr. Nicolaus early acquired a reputation for square dealing, and his credit rating has always been A-1.

Mr. Nicolaus married Miss Mary Wyler, who was formerly of San Bernardino. In addition to their son, William E., they have four daughters: Mrs. Nelda Halbert, Ardell Nicolous, Mrs. Anita Christensen, and Mrs. Laurene Hansen.

### **Burton W. Coon**

A very highly respected and successful businessman of Long Beach, the late Burton W. Coon left an enviable name and reputation in this community as a funeral director. Originally having had two establishments in downtown Long Beach. Mr. Coon was the pioneer funeral director on the east side of the



BURTON W. COON





city. He early purchased a building at 1017 Obispo which he converted into an attractive and excellently equipped funeral home. He is said to have originated the plan of moderately priced funerals in Long Beach, but at the same time he always insisted on the best possible service in every detail.

He was born in Illinois on January 30, 1873, and he passed away in Long Beach on March 24, 1946. When he was five years of age his family moved to Hastings, Nebraska, and there he was reared. He attended the local public schools and completed his education in the Moody Bible Institute in Chicago, Illinois. He then engaged in the funeral directing business in Hastings, and during the years of his residence there he took an active and prominent part in the affairs of the community. He served a number of years as a member of the board of education, was a member of the board of directors of the Young Men's Christian Association and was an elder in the First Presbyterian Church.

He also showed great interest in the welfare of Hastings College, a preparatory institution. On leaving Hastings in 1919, he received many letters from leading citizens of that city, regretting his departure and testifying to their appreciation of his public-spirited and effective interest in the welfare of the community. In 1919 Mr. Coon moved to Greeley, Colorado, where also he engaged in the funeral directing business. There too, he took an active part in local affairs. In 1923 he came to Long Beach and spent the balance of his life in this city.

Mr. Coon was an active and public-spirited citizen during the entire period of his residence in Long Beach. He had been president of the East Long Beach Improvement Association, active in the Long Beach Chamber of Commerce and a member of the Optimist Club. However, probably his greatest interest here was in the First Brethern Church; his life literally centered around the church; he was head of the Finance Committee for a number of years, and a liberal financial supporter himself. He was also a monument in the United Church Brotherhood. One of his hobbies was collecting religious pictures, with which his funeral home is adorned. Due, perhaps, to his religious training and its influence upon him, Mr. Coon was a kind, lovable character, even tempered and he never became angry even at the greatest provocation.

Mr. Coon was married (first) to Miss Clara Barrows, by whom he had seven children: Hulda (Mrs. Orville Caldwell); Helen (Mrs. John Burns); Rachel (Mrs. Raymond Clinkinbeard); Louisa (Mrs. Henry White); Vivian (Mrs. Charles Showalter); William B; and Elberta, deceased, who was the wife of Warren Delaplain. Mr. Coon was married (second) to Mrs. Myranna Richards Cox, who survives him.

## **William B. Coon**

William B. Coon, the active head of the B. W. Coon Funeral Home, was born in Hastings, Nebraska, on August 25, 1911, son of Burton W. and Clara (Barrows) Coon. He first attended school in Hastings, but the family moving to Long Beach in 1922 he continued his education in this city and graduated from High School here. After working for two years he entered the California College of Mortuary Science in Los Angeles where he graduated in 1930. He then entered his father's business, the B. W. Coon Funeral Home, with which he has been connected ever since, having taken over the management of the institution on his father's death in 1946.

Mr. Coon is a member of the Long Beach Chamber of Commerce, the East Long Beach Improvement Association, and the East Long Beach Cirgonian Club, being a former president of the latter two. His church is the First Brethren of which he is a deacon. He has taught Sunday School for a number of years.

The former Miss Mina Marie Opperman became Mr. Coon's wife. They have a son and daughter: William B., Jr., and Willina Marie.

## **Ralph A. Newell**

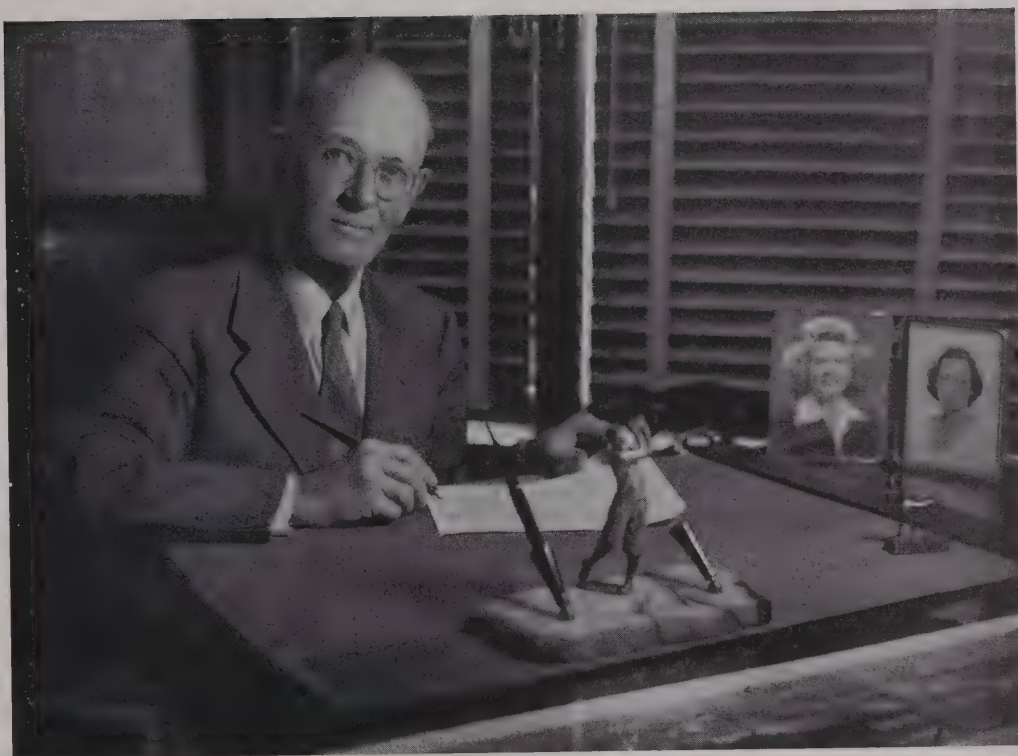
An old resident of Long Beach and one of this city's most highly respected citizens, Ralph A. Newell has to his credit a long period of service as a member of the local bar, and as a public official.

Mr. Newell was born in East Burke, Caledonia County, Vermont, on the 19th day of July, 1880, and is a son of Dr. Fred A. and Celia C. (Humphrey) Newell. His maternal grandfather served a number of years as probate judge at St. Johnsbury, Vermont.

Ralph A. Newell attended public schools, and also pursued a regular course of private study. Coming to Long Beach in 1904, he was soon appointed Deputy Constable in this area, later Constable and subsequently Deputy Sheriff. For about a year he was Chief of Police of Long Beach. He has also had considerable business experience, having operated a restaurant in Long Beach, and for a time was engaged in the transfer business with a brother.

Mr. Newell accomplished the difficult task of studying law in law offices and passing the bar examination with only a short attendance in law school. He was admitted to the bar in 1920, since which time he has been active in the practice of law, and has built up a large following, having acquired the confidence and esteem of a considerable clientele. He was a member of the Board of Freeholders, and its chairman, which drew up a city charter in 1932, and he has sat pro-tem on the superior court on several occasions.





RALPH A. NEWELL



Mr. Newell's wife was the former Mrs. Lela Black. He has two daughters, Barbara Jean and Mrs. Florence McKeon.

Very prominent in Masonic circles, Mr. Newell has attained the 32nd degree and belongs to both the York and Scottish Rite bodies, Knight Templars, and Shrine. He also belongs to the Long Beach Shrine and Masonic Clubs, the Ancient Egyptian Order of Sciots, and is a past patron of the Eastern Star, and a member of the White Shrine of Jerusalem and the Order of Amaranth.

For thirty-seven years Mr. Newell has belonged to the Elks Lodge of Long Beach, and for approximately the same period of time he has been a member of the Automobile Club of Southern California. He is affiliated with the Virginia Country Club and is a founder member of the Peter Pan Woodland Club of Big Bear.

### **Lawrence W. McDowell**

Lawrence W. McDowell, Vice President of KFOX, is also chief engineer and business manager of this Long Beach Station. He has had unusual training and experience to fit him for his present duties.

After receiving his grammar and high school education in Cincinnati, Ohio, he took special scientific courses at Long Beach Junior College, at the University of California at Los Angeles, and at the University of Southern California. He started his radio experience with the Crosley Electric Company's station, WLW, at Cincinnati, Ohio. After a year there, he came to California and was employed to install and equip station KFOX. This was in 1924, when it was difficult and even impossible to purchase on the market complete radio equipment, and much of that used in the local station had to be especially built under Mr. McDowell's supervision. The original somewhat crude instruments have been replaced with standard Western equipment, and there is now no better equipped station of its size in the United States than KFOX. Mr. McDowell is one of the few in his profession serving both as radio engineer and business manager of a station, and he is the only one in Southern California.

As one of the originators of the Southern California network, Mr. McDowell has long been prominently identified with the radio profession in other parts of the state, and it is due to a few such individuals in this new business that it has become of such tremendous importance and popularity during recent years.

Mr. McDowell was born in Cincinnati, Ohio, on January 5, 1905, son of Charles C. and Emma B. (Goldmeyer) McDowell. He married Miss Vere Lee, formerly of Texas, and they have a son and daughter: Lawrence W., Jr., who served in the Coast Guard for a year and a half during World War II



and is now pursuing an engineering course at the University of Southern California; and Helen, who is attending Long Beach City College.

Mr. McDowell is the inventor of several important control switching devices used in the broadcasting field, and holds a number of valuable patents for these inventions.

Mr. McDowell's hobby for many years has been yachting and he has participated in a number of races, his specialty being predicated log races; in 1947 he won the High Point Trophy for this sport.

### **Arthur E. Pike, D.O.**

As the oldest practicing osteopathic physician and surgeon in Long Beach, in length of service, and as the first president of the Long Beach Osteopathic Society, Dr. Arthur E. Pike holds an interesting and unique position in his profession. Taking up practice here in 1907, he has been continuously active ever since, and he has an extensive following which includes patients from many communities outside of Long Beach. With offices at 1833 American Avenue, the doctor has excellent facilities for the treatment and care of his patients in the various phases of his profession.

A native of Marshfield, Vermont, Dr. Pike was born on September 15, 1880, son of Sabin C. and Ella (Lewis) Pike. He attended school in his native town and also was a graduate student at Goddard Seminary in Barry, Vermont, after which in 1904, Dr. Pike came to California for his health. After following the life insurance business for a short time, he entered the Pacific College of Osteopathy in Los Angeles, where he graduated. Immediately thereafter, he took up practice in this community. For several years, he operated what was known as Pike's Health Resort, which comprised several acres on Signal Hill, where many thousands of patients were successfully treated by him. In addition to regular osteopathic service, Dr. Pike gives physio-therapy treatments and has been very successful in this type of work. He is a member of the American and California Osteopathic Associations, having continuously paid his dues in these two organizations ever since graduation from college.

Dr. Pike is proud to be classed as the family doctor. He has delivered hundreds of babies in Long Beach, some representing the second generation of the same family.

He was a charter member of the Pacific Coast Club of Long Beach. His fraternal affiliations are with the Masons; he is a Past High Priest of Searchlight Chapter, R.A.M., Past Patron of Searchlight Chapter Eastern Star and belongs to Al Malaikah Shrine Temple in Los Angeles. He serves as a member of the board of directors of the Executive's Club of Long Beach.



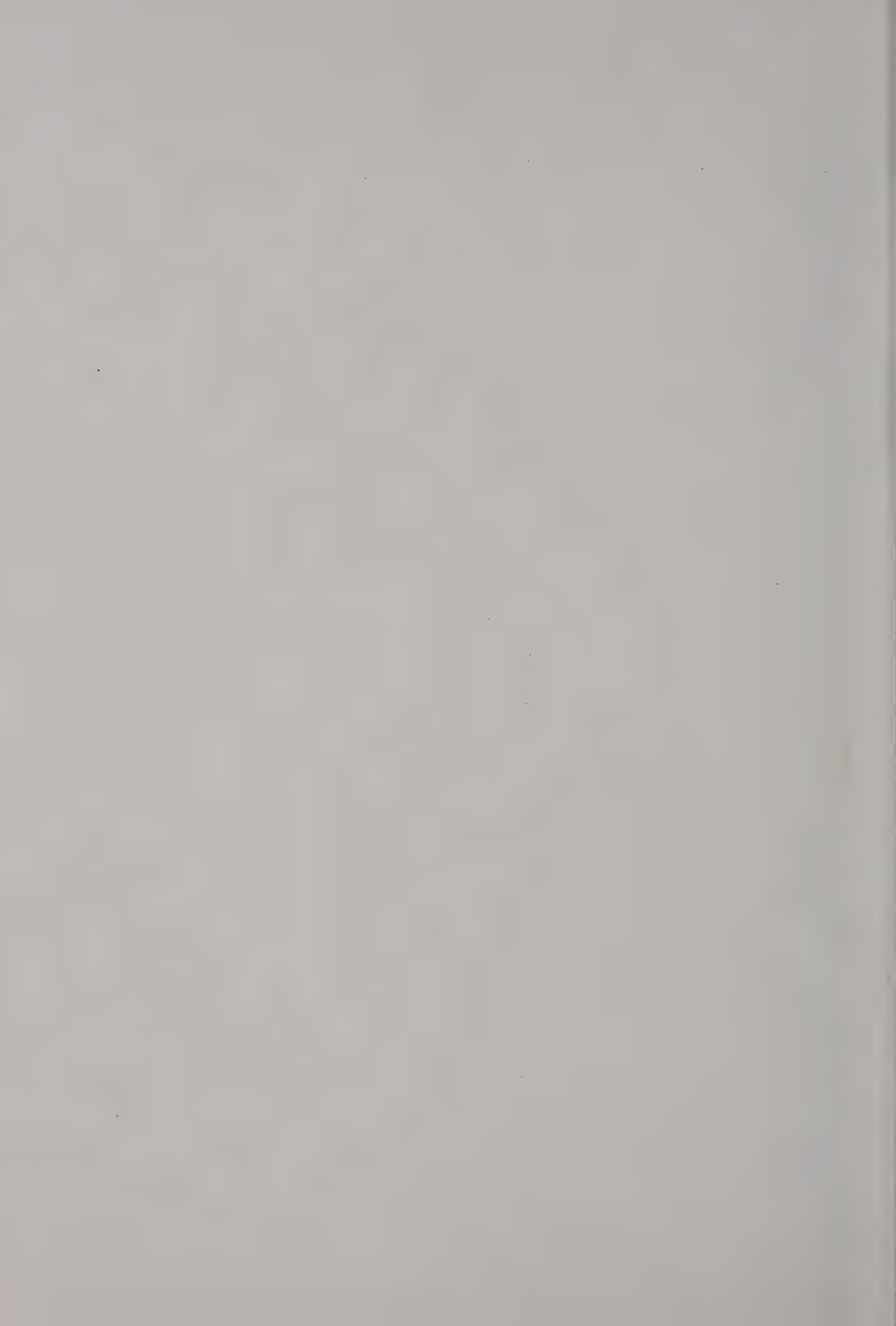
ARTHUR E. PIKE, D.O.







RICHARD R. LOYNES



Dr. Pike married (first) Miss Minnie Flemming, and to this union one son and two daughters were born: Dr. Claire E. Pike, also an osteopathic physician and surgeon of Long Beach; Margaret, who is a school teacher at Hemet; and Mildred who lives in San Bernardino, Calif. The daughters are twins. Dr. Pike married (second) Miss Mary Albright.

The doctor has always been very fond of the mountains and life in the open and is the owner of Rancho El Sueno in Lucern Valley on the north side of San Bernardino Mountains and also owns El Sueno Lodge at Big Bear City, which is located fifteen miles from the rancho. The rancho provides accommodations for about twenty-five people and is located at an altitude of 3500 feet above sea level and enjoys an unusually desirable climate and beautiful scenery. The Lodge provides rooms as well as housekeeping apartments available by the day, week or month.

### **Richard R. Loynes**

For many years Richard R. Loynes, known to all his friends as "Dick," has been an active and public-spirited citizen of Long Beach. Few other individuals have devoted so much of their time for worthwhile community development, as has Mr. Loynes.

Born in this city on January 10th, 1901, Dick Loynes is the son of the late Mr. and Mrs. Richard Loynes, outstanding pioneer citizens of Southern California. A native of Cape Vincent, N. Y., his father came to Los Angeles when he was nineteen years old, but after a short time moved to San Francisco, and from there went to Stockton where he engaged in the brick manufacturing business for a time.

Returning to Los Angeles, he entered into general contracting and built a number of important structures in the city and environs, including the Bryson Building and the old Lowe Opera House in Pasadena. Mr. Loynes first visited Long Beach in 1884 and two years later returned to make his permanent home here and decided to enter the brick business as he was particularly impressed with the future possibilities of the city. He disposed of his interests in Stockton and elsewhere, and opened a brick yard here, in the area that is now Recreation Park. He later moved this first Long Beach manufacturing industry to Seventh Street and Maine Avenue, and later to Fourteenth and Chestnut.

Richard Loynes subsequently erected a number of important buildings in the city, including the First National Bank Building. He was an active member of the Chamber of Commerce for years and had served as its Vice-President. Prominent in political circles, he was known as a Republican leader of this section. He was also one of the most active Masons in the city, having held the



top office in every Masonic body in Long Beach at one time or another. He was a charter member of the Long Beach Elks Lodge and President of the Building Association when the Masonic Building was erected. Mr. Loynes married Miss Bessie Smith, formerly of Stockton.

Dick Loynes received his elementary education in the Pine Avenue and Daisy Avenue schools, and he graduated from Polytechnic High School. Very active in school affairs, Dick was yell leader in high school, and was manager of several different organizations. He was a member of the track team, and he was the "Official" photographer for the school. He was president of his graduating class.

In 1925, "Dick" Loynes was one of the organizers of the young men's division of the Long Beach Chamber of Commerce which later became the Junior Chamber. He has served as a director of the Long Beach Chamber of Commerce for a total of nineteen years, almost continuously. He was elected president of the organization in 1941, serving two terms, until 1943, which covered the critical period of our entry into World War II.

A charter member of the Lions Club, Mr. Loynes is a former director of this organization. He also belongs to the Pacific Coast Club, and the Masonic bodies, including Al Malaikah Shrine Temple of Los Angeles. For a number of years he has been interested in the California Shoreline Planning Commission; a former president of this, he recently relinquished this position because of lack of time to fulfill this obligation, and is currently vice president of this organization. For five years he was a member of the Regional Planning Commission of Los Angeles County, having relinquished this position on January 1st, 1948.

Early in life Mr. Loynes entered the real estate and building business, in which lines he is still interested. Formerly the owner of the property now comprising the Long Beach Municipal Garage, Mr. Loynes for some years operated Loynes' Motor Service there and later at the corner of Anaheim and Magnolia Avenue, but he discontinued this business when the United States Coast Guard acquired the latter property. He is currently operating the Marine Industrial Supply Company, dealers in Diesel power.

Mr. Loynes is widely known as a motor boat racer and yachtsman. He has held three world's championships for 3-liter hydroplanes, which records stood for several years. For three years Mr. Loynes was Vice-President of the American Power Boat Association, and he also served as a director of the Mississippi Valley Power Boat Association. He is Staff Commodore of the Long Beach Yacht Club; Commodore of the Cataline Yacht Club; a former official of the Southern California Yachting Association; formerly a director of the Southern Outboard Association; and a former chairman of the Alamitos Bay Yacht Harbor Committee.





JOHN E. MUNHOLLAND



When the yacht races were held between San Francisco and Honolulu in 1939, under the auspices of the Golden Gate International Exposition, Mr. Loynes participated and won the Golden Gate Exposition Trophy, representing the outstanding award of the events. The name of his yacht which took part in this race was "Contender." An interesting feature which Mr. Loynes conducted during the race was an almost continuous broadcast from his yacht of the standing of the contestants in the race, which lasted fourteen days.

Mr. Loynes married Miss Susan Scott in 1946. She was formerly connected with the Long Beach school system.

### **John E. Munholland**

John E. Munholland, who comes from an old and distinguished Long Beach family and is one of this community's ablest lawyers, was born in Long Beach on April 10, 1907, his parents being John G. and Lulu May (McDuff) Munholland. His grandfather, John Henry Munholland, first visited this city in 1897, and a few years later made it his permanent residence. John G. Munholland has for many years been known as a most substantial citizen, having important property interests here as well as in Palm Springs, where he has been operating extensively in recent years.

The subject of this sketch received his elementary and high school education locally and then entered Stanford University, where he was a member of the Class of 1928. He completed his law work, which he had begun at Stanford, at Southwestern University. Having made an outstanding scholastic record at this latter institution, he subsequently taught law there from 1932 to 1937, covering the subjects of torts, personal relations and partnerships.

For two years, Mr. Munholland was engaged in the real estate business, 1928-1930. In the latter year, he became associated with the law firm of Clock, McWhinney and Clock, and for a year he was in partnership with his brother, James M. Munholland.

Mr. Munholland was a member of the Republican Central County Committee for several years. He is now serving his third year as a director of the Long Beach Chamber of Commerce. He is a member and past president of the Kiwanis Club. Fraternally, he is affiliated with the Masons and Elks. His hobby is yachting, and he is a member of the Alamitos Bay Yacht Club, where he has participated in numerous races and has won a considerable number of trophies.

The former Miss Dorothy Campbell became the wife of Mr. Munholland. They have one son, John Kim, now a student at Jefferson Junior High School, who is also a sailing enthusiast.

In addition to his other affiliations, Mr. Munholland is a member of Vaqueros Desierto.

### **James M. Munholland**

James M. Munholland, a native son of Long Beach, was born August 1, 1911, son of John G. and Lulu May (McDuff) Munholland. His father came to Long Beach in 1900 and engaged in business here continuously from 1903 until about 1930, when he moved to Palm Springs, where he owns considerable property and is a former president of the Realty Board in that community. He formerly was president of the Long Beach Realty Board, having served from 1916 to 1918. In addition, he is a former director of the California Real Estate Association.

The subject of this sketch is a graduate of Woodrow Wilson High School and attended the University of Oregon, as a member of the Class of 1934. He studied law at Southwestern University when that institution maintained a branch in Long Beach.

For a year, Mr. Munholland was in practice with his brother, John E. Munholland, and in 1936 he entered the City Prosecutor's office, where he remained until 1942. In the latter year, he joined the City Attorney's office, continuing for the following four years. Since 1946, he has been engaged in practice, with offices in the Enloe Building.

Mr Munholland is a former president of the Long Beach Exchange Club. He belongs to the Pacific Coast Club, and his fraternal affiliations are with the Masons and Elks. His college fraternity is Beta Theta Pi.

The former Miss Betty Lewis, a native of Ottumwa, Iowa, became the wife of Mr. Munholland. They have two children, Betty Lou and James M. II.

### **Charles J. Walker**

One of the most prominent and outstanding citizens of Long Beach over a period of half a century was the late Charles J. Walker, one of the founders and president of the Farmers & Merchants Bank, and identified with numerous other business and civic institutions. His well-directed efforts in practical affairs and judgment which were seldom at fault brought him large measure of prosperity, and at the same time he contributed generously to the advancement of the community.

Born in Newberg, Michigan, on November 8, 1869, Mr. Walker was the youngest of five children of Mr. and Mrs. William D. Walker. In connection with the family history, it is interesting to note that the great-grandmother

of Charles J. Walker, Eunice Putnam Walker, was a cousin of Israel Putnam of Revolutionary War fame. Charles Walker's father, a native of New York State, was engaged in the manufacture of furniture until 1879, when he came to Tulare County, California, his death occurring shortly thereafter; his mother died in Michigan, after which his father moved back to New York State, when Charles Walker was less than a year old, and his boyhood and young manhood were spent in the latter state.

Mr. Walker obtained his early education in the public schools of New York State and he subsequently took a commercial course in Almond High School. Later in life he read law on his own and became quite conversant with the legal principals.

It was in 1889 that Mr. Walker came to California, obtaining his transportation here by employment on a wagon train. Locating in Tulare County, he soon became connected with a large real estate firm in that part of the state. Later he worked in an abstract office and also served as Deputy County Auditor of Tulare County. In 1895, he came to Long Beach and remained here the rest of his life, being engaged first in the real estate and insurance business.

It was in 1907 that Mr. Walker, with four associates, established the Farmers & Merchants Bank. He was made President at the opening of the institution and served continuously until the end of his life. During the course of the years the Farmers & Merchants Bank has become one of the largest independent banking institutions in the state.

Mr. Walker was associated with the late Stephen Townsend in the early days, organizing the Land & Navigation Company, of which he became secretary; this company turned over 800 acres of land to the Los Angeles Dock & Terminal Company in one of the largest real estate deals ever consummated in Long Beach. Mr. Walker also handled Orange County and San Diego County properties, and he donated to the City of Oceanside sand beach frontage from the mouth of the San Louis Rey to east of the Oceanside pier, being over half of the ocean frontage of the city.

Mr. Walker was interested in everything that would build up Long Beach. He helped organize and was on the managing board of the Long Beach Salt Company, the Peoples' Ice Company, the Cash Store Company, the Long Beach Steamship Company, Commonwealth Building & Loan Association, Land & Navigation Company, Citizens Water Company (now a part of the Long Beach Water System), People's Bank, Farmers & Merchants Bank, Farmers & Merchants Trust Company, Broadway Mortgage Corporation, the Mercantile Company (now Buffums), and various other companies. He handled numerous large tracts of land, and erected some of the outstanding business buildings and residences of Long Beach.



Mr. Walker was an active supporter of the Republican Party, and in 1904 he served as a delegate from the Ninth California District to the National Republican Convention of that year, and took particular pleasure in casting his vote as an Elector for Theodore Roosevelt for President and Charles W. Fairbanks for Vice-President. In the early days, Mr. Walker was elected a member of the Board of Trustees of Long Beach for a four-year term, serving as president of the Board and Mayor; while his term of office did not expire until 1904, he resigned one year earlier on account of ill health.

During the first World War, Mr. Walker, among other duties, served in the Home Guard, while his two sons were in the Army, one of them serving overseas.

Mr. Walker was a member of the Knights of Pythias and the Maccabees. His church was the Methodist, to which he gave generous support. He was active in the construction of the church edifices, as well as in financing them. He was president of the Board of Trustees for many years. He helped organize the Long Beach Y.M.C.A. and was its president until his death. Active in all moral movements, he opposed the saloons and helped eliminate them from Long Beach in its early history. He was noted for his strong personality; he always had the courage of his convictions and had an unyielding optimism and faith in the future of his city and country, and had a deep genuine interest in people. Thoroughly democratic, he made thousands of friends.

Mr. Walker had a keen mind and was a true builder, not only of business houses, but of civic and religious organizations as well, and was most interested in character-building, especially among young men.

He was a great lover of home and his family, and if he had a hobby, it was his love for his Great Dane dogs, horses and other pets at his country home—the former estate of Madame Modjeska in the Santiago Canyon, where he spent his spare time.

In 1895, Mr. Walker married the former Miss Carrie D. Ziegler, a native of Minnesota. Mrs. Walker was originally a school teacher in Long Beach in the early days, and she has always taken an interest in community life and is one of the most beloved citizens of Long Beach. She has the distinction of having been the first president of the Y.W.C.A. in this city.

Mrs. Walker survives her husband with two sons and a daughter: Charles Z., the Long Beach lawyer; Gus A., President of the Farmers and Merchants Bank; and Marion, the wife of Mr. W. F. Boyce of Long Beach.

Charles J. Walker passed away on March 13, 1938.

## Charles Z. Walker

An able and successful lawyer of Long Beach is Charles Z. Walker, a member of one of this community's oldest and most distinguished families. He is the eldest son of the late Charles J. Walker, and Carrie D. Walker, who came to Long Beach in 1895. His father, founder and president of the Farmers and Merchants Bank, was one of the leaders among the early contributors to the growth and developments of Long Beach. Charles Z. Walker was born on October 13, 1897, in what is now known as the down town business section of Long Beach. He attended the Pine Avenue Grammar School and the Long Beach Polytechnic High School. His academic course was taken at the University of Southern California where he was awarded the A.B. degree in 1920; three years later he completed his law course at the same institution, receiving the degree of J.D.

He was admitted to practice law in the State and Federal courts in 1923, and was admitted to practice in the Supreme Court of the United States in 1936, being sworn into practice before Charles Evans Hughes, who was then Chief Justice. Mr. Walker has been actively engaged in the general practice of law but specializes in corporation work, oil rights litigation, business relations and probate matters. He is associated in practice with M. W. Horn under the firm name of Walker and Horn.

During World War I, Mr. Walker enlisted in Ambulance Company No. 158 of the 40th Division and he served in France in part of 1917 and 1918. It is interesting to note that Mr. Walker's son, Charles Z. Walker, Jr., immediately following the declaration of war against Japan and Germany, enlisted for service in World War II as an aviation cadet in the United States Navy, ultimately being commissioned Captain in the Marine Corps. As a fighter pilot he saw much action in the South Central Pacific. He is now attending the Stanford University Law School.

Charles Z. Walker is a director of the Farmers and Merchants Bank of Long Beach and the Farmers and Merchants Trust Company of Long Beach. He is a member of the various bar associations, and is affiliated with the American Legion and Veterans of Foreign Wars. His college fraternity is Kappa Alpha.

The former Genieve S. Enloe became the wife of Mr. Walker in 1920. Mrs. Walker has been interested in a number of community activities, and as a member of the Little Club she did commendable work in connection with the war activities of this organization.

Mr. and Mrs. Walker also have two daughters, Alicia and Carolyn, both of whom attended Stanford University and both of whom are now married; the former married Mr. Marx Matteo, and the latter married Mr. Clifford Post.

Mr. Walker has long been a devotee of winter sports, particularly skiing. He had the interesting experience of having taken up flying after the age of 45 and obtained a pilot's license.

Prominently identified with philanthropic organizations, Mr. Walker has been a director of the Family Welfare Association for several years, and has been a generous supporter of the Y.M.C.A., the Community Chest and other similar groups. The family are members of the First Methodist Church, and Mr. Walker serves on its official board.

### **Gus A. Walker**

As president of the Farmers & Merchants Bank of Long Beach, Gus A. Walker heads one of the largest independent banks in the West; with 50,000 accounts and deposits of over \$65,000,000, this institution has played a potent part in the growth and development of Long Beach, and the splendid foundation laid by Charles J. Walker, founder of the bank and father of Gus A. Walker, has been largely responsible for the position which the bank now occupies in financial circles of the state.

A native of Long Beach, Mr. Walker was born June 25, 1899. He graduated from Long Beach Polytechnic High School and then spent four years at the University of Southern California. During both his high school and college days he worked in the bank during vacation periods, virtually growing up in it. He entered the bank on a full time basis as teller in 1922, and since this time has held practically every position in the bank, studying and mastering every detail and was elected president in 1937, at which time he had the distinction of being the youngest bank president in California, in an institution of comparable size to the Farmers and Merchants Bank.

He makes a constant study of banking, in all its angles; he keeps in touch with every line, and is quick to grasp and benefit by every improvement advanced in the banking world today, thus keeping his bank abreast of the times.

The Farmers & Merchants Bank opened for business in 1907, when the population of Long Beach was only 17,000. The banking structure which is now occupied was erected on the corner of Third and Pine in 1923. Two years previously a branch had been established at the corner of Anaheim and Obispo. Subsequently another branch was established at Fourth and American, but this was later moved to 14th and American Avenue, where drive-in privileges and every up-to-date convenience for customers have been installed.

Mr. Gus Walker has been active in civic affairs, and like his father, has always been ready to further any worthy cause. He has been an official in the





CHARLES J. WALKER



Chamber of Commerce, the Y.M.C.A. and the American Red Cross, as well as the Community Chest. During World War I, he served in the Student Army Training Corps from which at the close of the war he was honorably discharged. He is currently president of the Long Beach Y.M.C.A. and of the Long Beach Clearing House Association. He is a director and Vice President of Group No. 5, California Bankers Association, and on the executive council of same. In addition, he is an executive director of the American Bankers Association. His religious affiliation is with the First Methodist Church of Long Beach. His college fraternity is Kappa Alpha.

The former Miss Cassieta Smith, a classmate at the University of Southern California, became the wife of Mr. Walker. They are the parents of five children: Arthur Richard, who spent five years in the United States Army during World War II; Beverly Jane, a graduate of the University of Southern California and now engaged in teaching; Kenneth Gus, who spent one year in the United States Navy and is now attending the University of Southern California; Donald Paul, a student at Polytechnic High School; and David M., also a student of Polytechnic High School. The last named two are twins. Mrs. Walker has given freely of her time for community and charitable work. She has been active in the P.T.A. groups, and particularly interested in the Girl Scouts. She was a former director of the Community Chest, and has been president of the Assistance League.

Gus Walker has long been a great lover of outdoor sports, having participated in big game hunting, and in motor racing both in California and Florida. During recent years he has shifted his interest to polo; he breaks his own ponies and at the present time is the owner of several splendid animals.

### **Carl Raymond Bishop, M.D.**

Dr. Carl Raymond Bishop has long occupied a foremost position in the medical profession of Long Beach and during the course of nearly twenty-five years he has built up a highly successful practice. In addition to maintaining private offices in the Professional Building, Dr. Bishop is also the owner and operator of the Bishop Clinic at 3903 Virginia Road. This valuable organization was opened in 1933 and has complete medical, surgical, laboratory and x-ray facilities. It is open twenty-four hours a day and is staffed with an efficient corps of doctors.

Born at Newark, Vermont, in 1900, Dr. Bishop is the son of Herbert L. and Amy S. (Farmer) Bishop. His parents, Vermont farmers, gave him all of the advantages of excellent schooling. He received his preliminary education in a Vermont grammar school and then attended South Lancaster Academy, at



South Lancaster, Massachusetts. Next he entered the Atlantic Union College at South Lancaster, Massachusetts, where he obtained his Bachelor of Science degree. He studied medicine at the College of Medical Evangelists at Loma Linda, California, acquiring his degree of Doctor of Medicine at the age of twenty-three, in 1924.

Dr. Bishop served an internship at the Seaside Hospital of Long Beach for one year and then entered private practice in 1925. He was associated first with Dr. Robert W. Wilcox for nearly three years, after which he opened offices, doing general practice and industrial surgery, giving especial attention to general surgery. His experience while police surgeon, from 1927 to 1933 has proved valuable.

Dr. Bishop is a member of the American, California, and Los Angeles County Medical Associations. His service club is the Optimist, of which he is a past President, 1938-1939. He was one of the founders of the Galen Club.

For many years Dr. Bishop has been well known in yachting circles. He is a member and a Governor of the Catalina Island Yacht Club and was formerly Vice-Commodore. He is also a member and former Vice-Commodore of the California Yachting Association. He was the owner of the auxiliary sloop, "Gwemmy," and later owned the fifty-five-foot cutter, "Kajay," which he disposed of a few years ago. In addition to the above affiliations, Dr. Bishop was a charter member and Staff Commodore of the Long Beach Yacht Club and was a member of the old California Yacht Club.

In recent years, Dr. Bishop has devoted his spare time to his fifty-five-acre ranch in Orange County. Here he raises Aberdeen-Angus breeding cattle and Tennessee Walking Horses. He has specialized in breeding Palomino horses and has shown both his horses and cattle at numerous shows on the Pacific Coast. He is a member of the American and Pacific Coast Aberdeen-Angus Breeders Associations and of the Tennessee and Pacific Coast Walking Horse Breeders Association. He also belongs to the Palomino Horse Breeders Association of America and the Palomino Horse Association, Inc.

For some time Dr. Bishop has been a member of the Long Beach Mounted Police, and he was selected to go as the doctor for this organization when the group went to Mexico in 1946. He is currently Chairman of the group's Entertainment Committee and his wife is President of the auxiliary.

Mrs. Bishop's name is Florence Louise. She is a very ardent equestrienne and has successfully trained and shown her own horses. She has also been active in the Optimist Club women's auxiliary, known as the Optimisses, of which she is a former President.

Dr. Bishop has one son and one daughter: Carl Raymond Bishop, Jr., who is a Junior at the College of Medical Evangelists, and Patricia, the wife of James Flora, and now attending Redlands University.

## **Archie G. Cope**

Archie G. Cope has practiced law in Long Beach for the past twenty-five years, the greater part of this time alone, and he is rated one of the leading members of the local Bar, numbering among his clients many prominent citizens and important business concerns.

Born in Gallatin, Missouri, on September 6, 1898, Mr. Cope is a son of the late John R., and Roberta (Grantham) Cope. His father passed away many years ago, but his mother is still living and makes her home in Long Beach.

The future attorney received his elementary and high school education in Fort Collins, Colorado, and coming to California in 1919 he spent over one year at Occidental College, and next entered the law school of the University of Southern California, where he graduated with the degree of LL.B. in 1924. He then took up practice in Long Beach in 1924 and was associated with the firm of Underwood, Burke and Cree for about three years. Subsequently, he was in partnership with James L. Hansen, and they continued together for about three years.

Mr. Cope served during World War I as a member of the 606th Engineers, and was stationed most of the time at Camp Humphreys, Virginia. He has been active in the American Legion, and also belongs to the 40 and 8.

Professional affiliations include the State Bar of California, the Long Beach Bar Association and Delta Theta Phi legal fraternity. Fraternally, he belongs to the Elks and Moose Lodge.

Mr. Cope maintains his offices at 622 Ocean Center Building.

## **Leonard V. Hatton**

With a lifelong experience in the automobile business, which was begun in his native country by serving an apprenticeship in two automobile factories, Leonard V. Hatton, Vice-President and General Manager of the Packard Long Beach Co., has made an outstanding success of his business activities in this city.

Born in Manchester, England, on December 28, 1891, Mr. Hatton is a son of Dr. John R. and Agnes (Clay) Hatton. His father, a retired oral surgeon, is still living in England, having reached the great age of eighty-six, and his son had the pleasure of visiting him during the summer of 1948.

Following the completion of his schooling in his native city, L. V. Hatton was in the Napier and the Bellsizes automobile factories in England, and there he learned the rudiments of the industry.

He came to California for reasons of health at the age of twenty-one, and locating in Los Angeles first, he joined the Don Lee organization. Ultimately, he managed the Lincoln agencies in San Francisco and in Oakland, continuing thus for seven years, when he came to Long Beach to handle the Packard line. His partner here is Ellis J. Arkush, Jr., and the firm has had a phenomenal growth, evidenced by the erection of the portentous new modernistic-type building at 1427 American Avenue, which together with the real estate represents an investment of \$500,000.

The splendid reputation which the Packard agency enjoys in Long Beach is due in large measure to the high standards and ethical principals under which the business has always been operated. The service department is a special feature, and is staffed by an exceptionally competent group of expert mechanics.

Prominent in community affairs, Mr. Hatton is a member of the Rotary Club, Virginia Country Club, and the Long Beach Chamber of Commerce.

He married Miss Gertrude Gilkey at San Francisco. They have one son, Peter Lloyd, who served as a First Sergeant in the Combat Military Police under General Patton in Europe. He is now Assistant Sales Manager of his father's business.

## **Harry Albert**

A popular and successful lawyer of Long Beach is Harry Albert, formerly Deputy City Prosecutor of this city and former Deputy District Attorney of Los Angeles County. Mr. Albert is a native of Brooklyn, New York, born on the 21st day of November, 1894, the son of Jacob and Annie Albert.

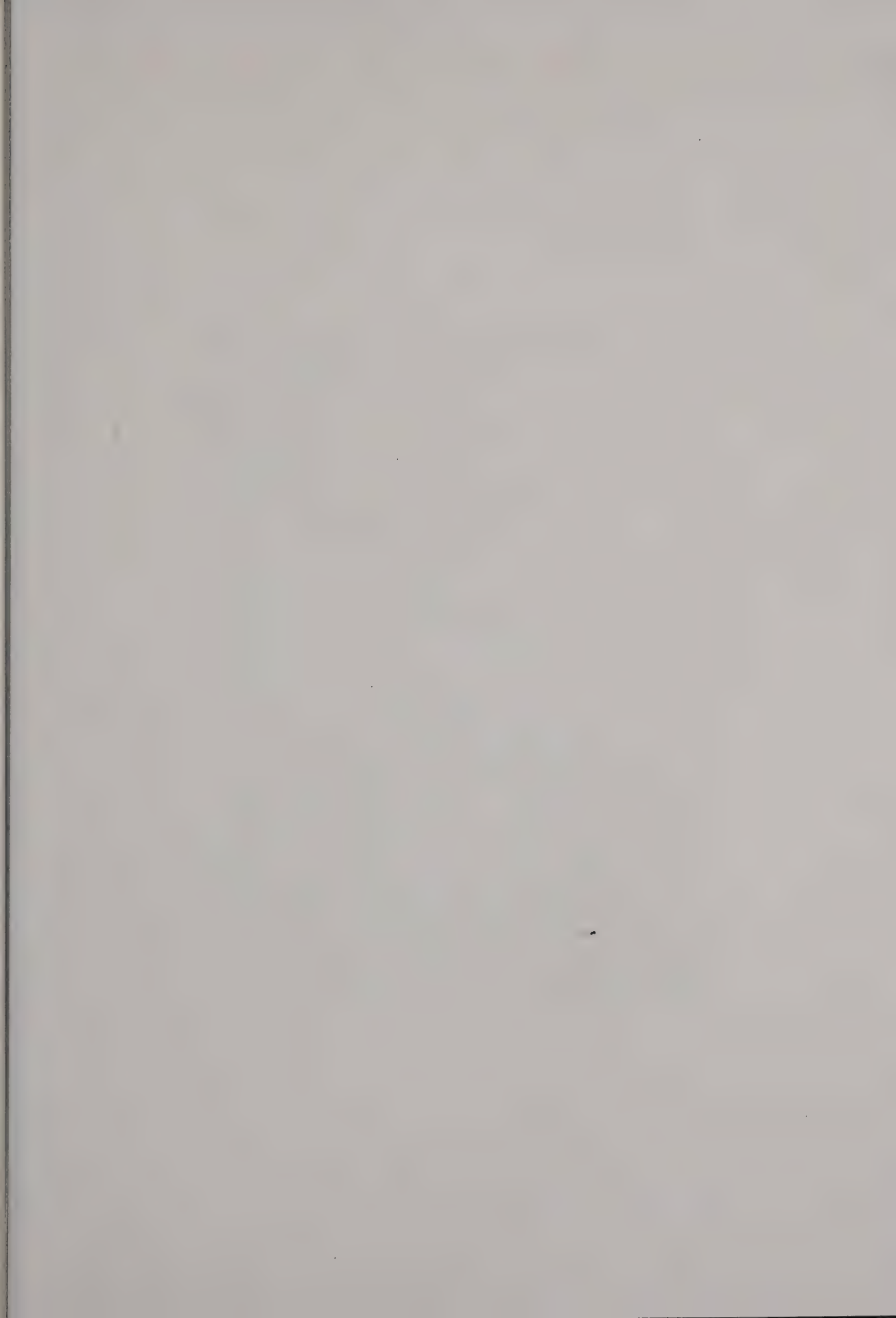
Mr. Albert graduated from Holden High School in Massachusetts and then entered Clark College, where he received the degree of A. B. in 1915. He subsequently took graduate work at Clark University and later attended Southwestern University, Los Angeles, from which institution he holds the degree of J. D.

In early life Mr. Albert engaged in school work, and he was Principal of Walpole High School in New Hampshire, and when he came to Long Beach he became an instructor in the Long Beach City High School District, continuing from 1922 until 1929. His period of service as Deputy City Prosecutor of Long Beach was from 1929 to 1930 and he was Deputy District Attorney of Los Angeles County from 1930 until 1936.

During the first World War, Mr. Albert was a Sergeant in the 310th Cavalry, and subsequently Sergeant Major of the 58th Field Artillery.

Mr. Albert is prominently connected with numerous organizations. He is a member of Temple Israel, and is a past president of B'nai B'rith. He belongs







H. MILTON VAN DYKE, M. D.

to the Peterson Post of the American Legion, and is past Commander. He is past Governor of the local branch of the Loyal Order of Moose, and is a member and past President of the Masonic Club of Long Beach. Other Masonic affiliations include the Sciots and Eastern Star. He also belongs to the Elks, Eagles and the United Veterans of the Republic.

Mr. Albert has as associates in his law practice O. M. Murphy and Max Wisot and they occupy a large suite of offices in the Heartwell Building.

The former Miss Birdie Brown became the wife of Mr. Albert at Chicago on July 4, 1924; they have a daughter, Lurene, who graduated from Stanford University in 1947 and is now taking a post-graduate course at the University of Southern California.

### **H. Milton Van Dyke, M.D.**

A leading child specialist of Southern California is Dr. H. Milton Van Dyke of Long Beach, who has restricted his work exclusively to pediatrics ever since taking up practice here in 1930 and he is widely known for his skill in the care of children.

Born in Holland, Michigan, on December 25, 1899, the doctor is a son of William E. and Christine L. (Kamp) Van Dyke. He received his elementary education in his native town and is a graduate of Hope College, having received the degree of A.B. there in 1920. His medical course was taken at the University of Cincinnati, where he was awarded the M.D. degree in 1927. For an interval of three years prior to taking up the study of medicine, he had the interesting experience of being an instructor at Ling Nan University in China.

Following an internship at the Cincinnati General Hospital, Dr. Van Dyke filled a residency in pediatrics at the Childrens Hospital in Cincinnati for two years and then came to Long Beach.

He is a member of the American, California, and Los Angeles County Medical Associations, and is a former President of the Harbor Branch of the latter. He is a Fellow of the American Academy of Pediatricians and is Certified by the American Board of Pediatrics. He also belongs to the Southwest Pediatric Society, and his medical fraternity is Nu Sigma Nu.

Dr. Van Dyke is on the staffs of the Seaside, Community, and St. Mary's Hospitals, being on the Board of Directors of the first named. He also serves on the Board of the Long Beach Mental Hygiene Clinic and the Long Beach Childrens Clinic. For some years he has donated his time to the worthy Tichenor Clinic and is the Pediatrician of that institution.

Social affiliations include the Virginia Country Club and the Southern California Tuna Club.



The former Miss Sallie North Grant became the wife of Dr. Van Dyke. They have two children: Sallie, the wife of Richard C. De Golia; and Alexander, who is attending U.C.L.A.

### **Lon E. Peek**

As President and General Manager of the Mottell Mortuaries, Crematorium and Chapels, Lon E. Peek directs the operations of the largest, single independent mortuary establishment in California, an institution which literally is a part of Long Beach and its growth. Mottell's was established forty years ago by the late Joseph Jason Mottell, familiarly known as "Uncle Joe." It was under his early guidance that the Mortuary kept pace with the growth of Long Beach and the magnificent building at Third and Alamitos was conceived and built in 1926, and carried on to a high state of perfection under the efficient, progressive management of Mr. Peek.

The Mottell buildings and gardens are the most beautiful in Long Beach; the chapel and main mortuary building of classical Mediterranean architecture has been nationally recognized as one of the most beautiful in America. The organization under Mr. Peek's leadership now offers every type of affiliated service, an attractive and complete Crematorium and Chapel located at Wilton and Grand Avenue, Long Beach, Mottell's Floral Shop and Floral Patio in the Administration Building on the main mortuary grounds, a complete funeral insurance and pre-arrangement division, known as "The Mottell Plan," also located in the Administration Building. There was recently acquired a two-acre plot of ground at the corner of San Antonio and Cherry Avenue in uptown Long Beach, upon which will be built a second Mottell Mortuary and Chapel of outstanding beauty and facility.

Born in Waterloo, Iowa, July 10, 1898, Mr. Peek is the son of Theodore and Leita (Cox) Peek. He was educated in the schools of Iowa and at the age of nineteen became acting Assistant Cashier of the American Trust and Savings Bank in Waterloo, Iowa. Mr. Peek came to Long Beach in 1920 to take a position with the old Long Beach National Bank, now the Long Beach Branch of the Security First National Bank of Los Angeles, at First and Pine Avenue.

In 1930 Mr. Peek resigned his officership with the Bank and accepted the position of Vice President with Mottell's Mortuary and has continued this affiliation to the present day, now being the owner, as well as the President and General Manager of the organization. He is also a Director and Officer in several other large corporations in Southern California.

A particularly civic-minded citizen of Long Beach, Mr. Peek has been prominently identified with many organizations and with every movement of benefit to the city. He is Past President of the Young Men's Division of the

Long Beach Chamber of Commerce; the forerunner of the Long Beach Junior Chamber of Commerce; Past President of the Long Beach Rotary Club; Past President of the Iowa Association of Long Beach, and first President of the Business and Professional Executive Club of Long Beach, now known as the Long Beach Dinner Club. Mr. Peek is one of the three Honorary Members of the Long Beach Municipal Band; the only Honorary Member of the Scouts Band, and is the founder and an Honorary Member of the Long Beach Motor Patrol Association. In Masonry, he is a member of the Blue Lodge, Scottish Rite Bodies, Knights Templar, the Commandery, Al Malaikah Shrine Temple of Los Angeles, and he is a Past Toparch of the Long Beach Pyramid of the Scouts. He is also a Past President of the Long Beach Masonic Club, and the Long Beach Shrine Club, and a member of Long Beach Elks Lodge.

Mr. Peek has long been an active member of the First Congregational Church of Long Beach and is a member of the Board of Trustees; he is a Past President of the Long Beach Men's Bible Class, formerly known as the Taubman's Men's Bible Class, which grew to be the largest Bible Class in the world. Following in the steps of "Uncle Joe" Mottell, who was the first President of the Long Beach Rotary Club, and devoted to the welfare of the Long Beach Day Nurseries since the inception of the Club in 1917, Mr. Peek has been Chairman of the Club's Day Nurseries Committee since 1945, which sponsors many activities for the benefit of the children in the Nurseries.

Mr. Peek, and his wife, Marnette, with their children, reside at Lime Avenue and Roosevelt Road, and their beautiful home with its attractive patios and gardens is known to many Long Beach organizations that have met there. There are many hobbies there to attract the visitor, Mr. Peek's collection of Dresden figurines, Mr. Peek's work shop, and a literal museum of Swiss music boxes.

### **L. Roy Myers**

Formerly a member of the well-known real estate firm of Deeble and Myers, L. Roy Myers has been in business for himself for a number of years past, and maintains offices in the Enloe Building, and is recognized as one of the most substantial realtors of Long Beach.

Mr. Myers was born in Pawnee County, Kansas, on February 14, 1881, son of Ira Eugene and Lillian E. (Farmer) Myers.

Mr. Myers had spent a vacation in Southern California in 1911 and in the fall of the following year returned to Long Beach to take up his permanent abode here. He first sold real estate on commission and subsequently opened an office at 135 West First Street, where he has maintained his headquarters since 1916. Late that year he formed a partnership with Thomas Deeble and afterward J. B. Anderson became associated with the firm.

Since engaging in business on his own, Mr. Myers has specialized in business properties and has handled a considerable number of deals involving valuable Pine Avenue properties.

Active in community affairs, Mr. Myers is a member of the Rotary Club, and he is also affiliated with the Long Beach Chamber of Commerce, having been a member ever since he came to Long Beach.

Mr. Myers married Miss Birdie Mae Kline and they have two children: Helen, the wife of Mr. D. C. Wilson; and Max, who is with the Proctor and Gamble company in Long Beach.

### **Judge Oscar E. Houston**

For many years Judge Oscar E. Houston has occupied a foremost position in the legal profession of Long Beach, and he is properly classed as one of the community's most substantial citizens.

A native of Clark County, Kansas, Judge Houston was born March 7, 1886. His father, B. M. Houston, was a cousin of Sam Houston, and was a farmer and a cattleman. His mother's maiden name was Emma Hudspeth. The Judge received his early schooling in Oklahoma, and he ultimately attended Kingfisher College, where he spent three years, and then entered the University of Missouri where he took his law degree in 1912. He commenced practice in Custer County, Oklahoma, in 1913, and was elected County Judge there, being the youngest Judge to hold a similar position in the state. After serving on the bench from 1915 till 1916, inclusive, he was elected to the Oklahoma State Legislature and served one term. In 1923 Judge Houston came to Long Beach and took up private practice.

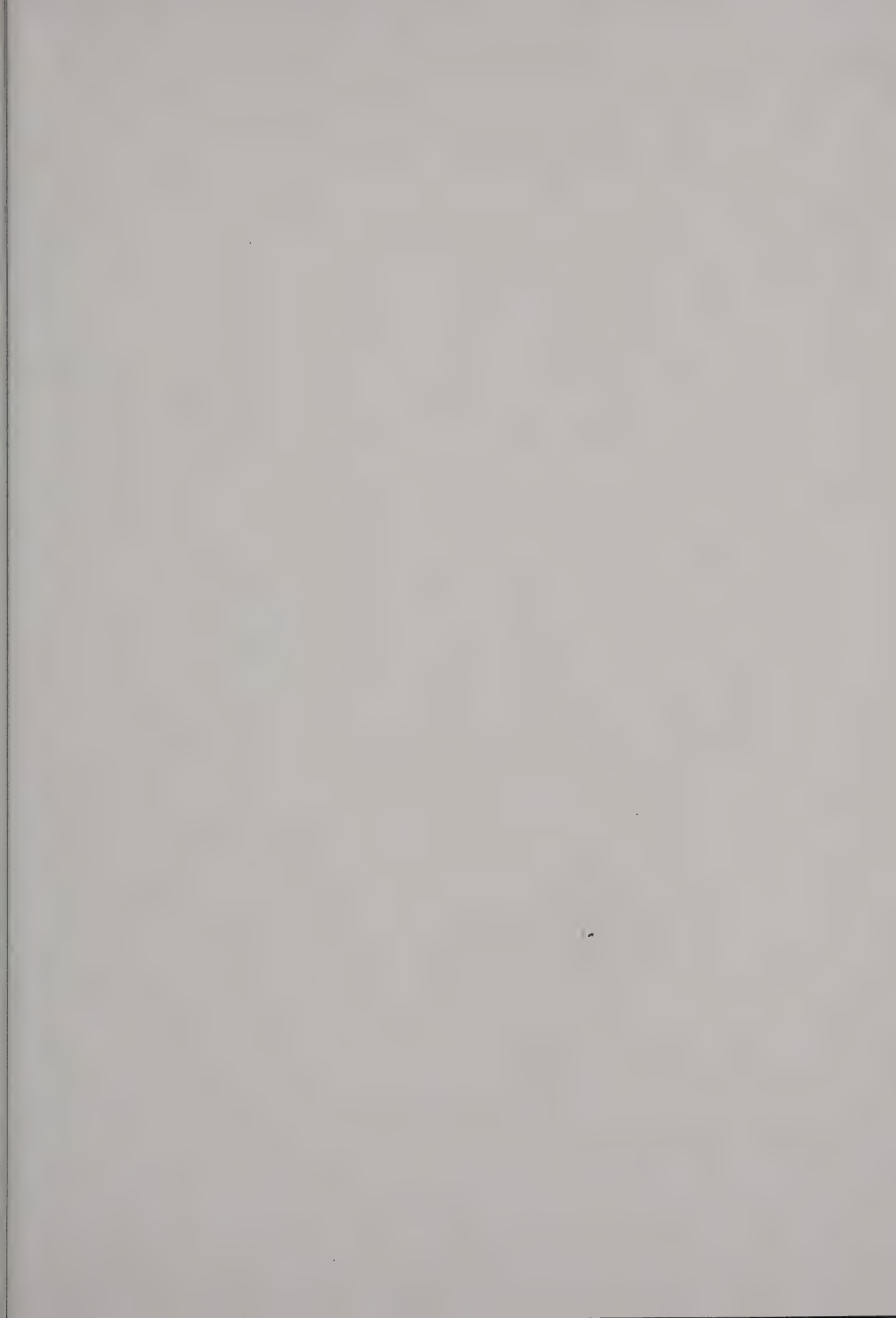
A resident of Signal Hill, Judge Houston was appointed Police Judge of that community about fifteen years ago, and he was subsequently assigned as Municipal Judge at Long Beach, and held this position from 1932 until 1940. He is now engaged in the private practice of law in Long Beach.

For a number of years Judge Houston has had important oil interests in Oklahoma as well as in Signal Hill.

Prominent in fraternal affairs, Judge Houston is a member of the Masonic Order, including the Sciots, White Shrine (Past Watchman of the Shepherds), Eastern Star (Past Patron), and Al Malikah Shrine Temple of Los Angeles. He also belongs to the Odd Fellows, Acacia College Fraternity, and Phi Alpha Delta Law Fraternity. His service club is the Kiwanis.

Judge Houston's wife is the former Mrs. Opal E. Burnett. By a prior marriage he had four children: Mary Emma, the wife of N. W. Sanders; Captain Rowland B. of the Army Air Force, who was shot down in Ploesti,







JOSEPH E. MADDEN

Romania, in 1943 during a famous air raid on oil fields; James M., who served in the United States Navy during World War II, having participated in eleven landings in L.S.T. boats in the South Pacific; and Betty Louise, the wife of William Seal.

Judge Houston is a licensed pilot, and for many years has used a plane for business and pleasure, and has been known as the "Flying Judge."

### **Joseph E. Madden**

As a member of the law firm of Swaffield, Madden and McCarry, and president of the Long Beach Bar Association, Joseph E. Madden occupies a place of unusual importance in legal circles of this city.

A native of Salida, Colorado, Mr. Madden was born March 30, 1905, son of John J. and Mary (Quigley) Madden. He received his early education in his home town, and subsequently entered the University of Colorado. Transferring to the University of Notre Dame, he received his A.B. degree from that institution. His law course was taken at the University of Southern California.

Mr. Madden joined the firm of Swaffield & Swaffield, the predecessor of its present firm in 1930, and he has been active in the practice of law in Long Beach ever since.

Mr. Madden is a member and past vice-president of the Long Beach Rotary Club and he is affiliated with the Virginia Country Club. His legal fraternity is Phi Alpha Delta.

Mrs. Madden was formerly Miss Phyllis Laurendeau, of San Jose. There are three children in the family: John Joseph, Philip Michael and Patrick Thomas.

### **V. DeMott Sedgwick, M.D.**

Dr. V. DeMott Sedgwick has held an important position in the medical profession of Long Beach for over twenty years. Coming here in 1926, he was associated with the Harriman Jones Clinic for the following eighteen years, his work there having been devoted largely to surgery, as it has been since he took up practice on his own account three years ago. The doctor is a native of Emporia, Kansas, born February 9, 1900, son of Fred and Etta May Sedgwick. His father, who was formerly in the real estate business, is now deceased, but his mother is still living and makes her home in Long Beach.

It was in 1907 that the family located in this city, and the future doctor received his elementary and high school education here. His professional course



was taken at the Medical School of the University of California and completed in 1926. He interned for a year at the Southern Pacific Hospital in San Francisco and then came to Long Beach and has been here ever since.

Dr. Sedgwick is a member of the American, California, and Los Angeles County Medical Associations, as well as the Harbor Branch of the latter. He has been a Fellow of the American College of Surgeons since 1938. He is secretary-treasurer of the Executive Committee for the Medical Staff of Seaside Hospital for 1948.

Outside his medical affiliations, Dr. Sedgwick is a member of the Long Beach Chamber of Commerce. His favorite avocations are ice skating, gardening, and music.

### **Frank G. Makepeace**

Frank C. Makepeace, a successful attorney of Long Beach, has a valuable background of experience in allied fields, which experience has given him exceptional qualifications for the practice of his profession.

A native of Kansas City, Missouri, Mr. Makepeace was born on June 1, 1900, son of Frank and Annie (Smith) Makepeace. His early education was in his native city, and he graduated from high school there. He then entered the University of Illinois and finished his academic course there in 1922, receiving the degree of B.S.

Following his graduation from the University of Illinois, Mr. Makepeace was for several years Supervisor of Vocational Education in the state of Illinois. Coming to California, he took post graduate work at the University of Southern California, and received a Master's Degree in Science there in 1930. Having located in Long Beach, he taught law in the Long Beach schools from 1931 until 1944, meanwhile having completed his own law course, begun at the University of Illinois, at Southwestern University.

During the period Mr. Clyde Doyle was in Congress, 1944-1946, Mr. Makepeace took charge of his law office, but since 1947 he has practiced alone, maintaining his offices in the Heartwell Building.

He is a member of the Los Angeles Bar Association and the Long Beach Bar Association. His church is the First Congregational.

During World War I, Mr. Makepeace served in the United States Navy for several months.

Mrs. Makepeace was formerly Miss Lillian Barbee of Bloomington, Illinois. She also attended the University of Illinois and University of Southern California College of Architecture. Currently she is president of the garden section of the University Women's Club of Long Beach.





EARL C. ROCKWELL



The children of Mr. and Mrs. Makepeace are: George and Franklin—twins; Barbee Ann; Suzette; and Angela. The pretentious family home is at 500 Los Altos Avenue in Long Beach.

## **Earl C. Rockwell**

A man of outstanding success in the oil industry and who later was engaged in the building business was the late Earl C. Rockwell, who has the distinction of having established the first independent oil company in this community. Having been associated with the Union Oil Company in San Pedro for some years, together with a partner, H. W. Sackett, he established the Long Beach Oil Company, which was operated for a period of ten years and was a highly profitable business.

After liquidating his oil business, Mr. Rockwell entered the building field with the late B. L. Thurber, an old-time contractor of this city. During their three-year association, a considerable number of medium sized and large residences were erected in this area.

Mr. Rockwell was born in Neodasha, Kansas, on October 21, 1896, and passed away in Long Beach on May 18, 1943. He was the son of William and Nellie Rockwell and was brought to California by his parents when a boy. He received his education in Los Angeles, attending high school and a business college of that city. As a young man he was employed by a tile and mantle company in Los Angeles and after a period in that employment he joined the Union Oil Company.

Mr. Rockwell was a thoroughly public-spirited citizen and gave generously of his time and means for worthwhile community undertakings. He was an upbuilder of the community in a literal sense. His oil company gave employment to a considerable number of people, and his activity in the construction trade added to the growth of Long Beach. In all his dealings he adhered to a strict code of ethics and was held in the highest regard by all with whom he had business dealings. He invested wisely in Long Beach real estate, and always had much faith in the future of the city.

Fraternally, he was a former member of the local Elks Lodge and he also had belonged to the Woodmen of the World.

The former Miss Katherine Duncan became the wife of Mr. Rockwell in 1911. One daughter was born to this union: La Verne Katherine, now the wife of Mr. Winston Tucker of Long Beach.

### **W. C. Smallwood, M.D.**

Dr. W. C. Smallwood is an able physician of Long Beach who enjoys an enviable place in the confidence of the people of this community and has the regard and respect of his professional colleagues. A broad background of medical training and experience, together with consideration for his patients, have qualified him to an unusual extent for his practice of internal medicine, to which branch he confines himself.

Dr. Smallwood is a native son of California, born in the town of Oakdale on May 22, 1890, son of Edward Baltimore and Nellie (Ingalls) Smallwood. He received his elementary education in the towns of Richmond and Berkeley, graduating from high school in the latter place. He next entered the University of California and was graduated in 1913 with the degree of B.S. His professional course was taken at the Stanford Medical School, and completed in 1916. He then took up practice in Oakland, but in 1919 moved to Long Beach, and except for his periods of service during World Wars I and II, he has practiced here ever since.

In the First World War he served in the Medical Corps of the United States Army and was stationed at Camp Lewis, and held the rank of Captain when separated from the service. In the Second World War he was in the Medical Corps of the United States Navy, and was commissioned Lieutenant Commander. After serving several months at Pearl Harbor during 1942 he was given a medical discharge.

Dr. Smallwood is a member of the American, California, and Los Angeles County Medical Associations. He is a Fellow of the American College of Physicians, and is certified by the American Board of Internal Medicine. He is an Associate Clinical Professor of Medicine at the University of Southern California.

Social affiliations include the Virginia County Club and the Pacific Coast Club. Fraternally, he is a member of the Masons and Elks. The doctor married Miss Alta Ridgeway, a native of Bisbee, Arizona.

As an avocation Dr. Smallwood has done a considerable amount of writing. Another interest is the assisting and training of young doctors, many of whom he has helped on the way to a successful practice.

### **Jonah Jones, Jr.**

In addition to being one of the leading lawyers of Long Beach, Jonah Jones, Jr., has very important oil interests and has been exceedingly active in community affairs.



JONAH JONES, JR.





A native of Sioux Falls, South Dakota, Mr. Jones was born on October 24th, 1901, and when only a year old his family brought him to Long Beach and here he received his grammar and high school education. He then entered the University of California and later the University of Southern California Law School and graduated with the degree of LL.B. in 1924.

He started practice in association with the late Carl V. Hawkins, continuing with him until his death in 1928, since which time he has practiced alone and maintains offices in the Jergins Trust Building. Although giving attention to all branches of his profession, Mr. Jones specializes in oil and admiralty cases.

Identified with the oil industry through his father's ownership of oil land on Signal Hill, Jonah Jones, Jr., was one of the organizers of the Signal Oil Company, and served as its secretary for some time. For a number of years he has been identified with the petroleum industry in Fresno County, in addition to his interests in this area.

Mr. Jones has been a director of the Chamber of Commerce, and he is a former president of the California Tuna Club and of the Tuna Club of Avalon. He is Staff Commodore of the Long Beach Yacht Club.

Formerly a Lieutenant Commander in the California Naval Militia, Mr. Jones was commissioned Commander in the Coast Guards soon after the United States entered World War II, and stationed for three and one half years in the Eleventh Naval District and was administrative assistant to Admiral William F. Towle. He was the principal organizer of the Temporary Coast Guard Reserve in Long Beach and ultimately became Assistant Public Relations Officer.

The former Miss Helen Louise Loose became the wife of Mr. Jones on June 28, 1921. Mrs. Jones also did her part during the recent war, having been commissioned Lieutenant in the United States Coast Guard, Temporary Reserve and she was the administrative head of 700 women serving on active duty in the Temporary Coast Guard in this district.

Mr. and Mrs. Jones have one daughter, Nada Jean, the wife of T. R. Young, who also was a Coast Guard Officer. They have a daughter, Gale Ann.

### **Dwight C. Sigworth, M.D.**

A former president of the Harbor Branch of the Los Angeles County Medical Society, Vice President of the Long Beach School Board, and active in civic affairs generally, Dr. Dwight C. Sigworth is properly regarded as one of the most important and influential citizens of Long Beach.

He is a native of Sioux City, Iowa, the son of Dwight L. and Amanda (Chace) Sigworth.

Dr. Sigworth received his early schooling in Nebraska, and attended the University of that state, graduating in 1915 with the degree of B.Sc. He then entered Rush Medical School in Chicago, and after completing his course there he served an internship at the Presbyterian Hospital in Chicago. Following this, he entered the Medical Corps of the United States Army for service during World War I. He was commissioned First Lieutenant and was stationed at General Hospital No. 3 in New Jersey. After the close of hostilities, he continued in the army and was assigned to the Letterman General Hospital in San Francisco, and then to Alcatraz Island.

In 1920 Dr. Sigworth resigned from the army and went to Norfolk, Nebraska, where he engaged in practice until 1925, when he came to Long Beach, and he has remained ever since, specializing in internal medicine.

Dr. Sigworth belongs to the Kiwanis Club, the American Legion (being past commander of the Karle B. Morgan Post), the Masons, the American and State Medical Associations, and Harbor Branch of the Los Angeles County Medical Society. He is on the senior staff of the Seaside Hospital.

The former Miss Irene Cratty became the wife of Dr. Sigworth. Their two children are: Janet Irene, the wife of David L. England, Jr., of Santa Barbara; and Harrison W., who was Student Commandant of R.O.T.C., and President of the Scholarship Society at Polytechnic High School, and graduated with honor from the California Institute of Technology; during World War II he served in the hazardous submarine service for two years as an officer and took part in several missions in the South Pacific.

Mrs. Sigworth has taken a prominent part in Community affairs of Long Beach, being a former president of the Polytechnic High School P.T.A.; a member of the Council and former Commissioner of the Girl Scouts, and a past president of P.E.O.

The family belongs to the Virginia Country Club.

### **M. E. Lewis, Jr.**

For nearly twenty years M. E. Lewis, Jr., has been successfully engaged in the practice of law in Long Beach, and in addition to his prominence in his profession, he is well known in church and fraternal circles. For ten years he has been president of the Board of Trustees of the Atlantic Avenue Methodist Church, and he is affiliated with all of the Masonic bodies represented in Long Beach as well as Al Malikah Shrine Temple of Los Angeles. He is Past Master of Seaside Lodge No. 504. He also belongs to the local Elks Lodge, in which he currently holds an official position.

Mr. Lewis was born in Florence, Colorado, on September 1, 1900, son of M. E. and Annie (Atyeo) Lewis. His mother is deceased, but his father







RUFUS A. DAVIS, D. O.

is still living and makes his home in Long Beach; a retired merchant of Colorado, he was for many years a political leader in that state, having served in the State Senate and also a term as Lieutenant Governor.

M. E. Lewis, Jr., received his elementary and high school education in the towns of Florence and Canon City, Colorado. His law course was taken at the University of Colorado. He began his practice in Long Beach in 1931 and has been active here continuously ever since. He does a considerable amount of probate work, and also handles numerous personal injury and domestic relation cases, and in addition his corporation practice is of importance.

Mr. Lewis is a member of the State Bar of California, the Long Beach Bar Association, and the American Bar Association. His law fraternity is Phi Delta Phi, and his social fraternity, Sigma Nu.

Mr. Lewis married Miss Jane Davis, formerly of Denver. They have a son, John Richard Lewis, who is attending the University of Southern California Law School.

A life-long devotee of sports, M. E. Lewis, Jr., played on the basketball and baseball teams during his college days.

### **Rufus A. Davis, D.O.**

A leading and highly rated osteopathic physician and surgeon of Long Beach is Dr. Rufus A. Davis, who during the course of the past twenty years has acquired an enviable reputation as a surgeon and gynecologist.

A native of Oklahoma City, Oklahoma, Dr. Davis was born October 29, 1904, son of Rufus A. and Mamie (Jameson) Davis. His father, who is now deceased, was formerly a railroad man. His mother is still living and makes her home in Long Beach.

The future doctor first attended school in his native city. His family moved to California in 1911, where he continued his education in Anaheim until 1914, when the family moved to Long Beach. Here he finished his high school course at Polytechnic High School in 1923. He then entered the pre-medical department of the Los Angeles College of Osteopathic Physicians and Surgeons, and ultimately completed his professional course at this institution, receiving the degree of D. O. in 1928. He interned at the Monte Sano Hospital, and following the completion of his internship began practicing in Long Beach, and has continued here ever since.

Dr. Davis has taken a considerable amount of postgraduate work, having spent summer months at the Turo and Charity Hospitals in New Orleans, and at the Passavent Hospital in Chicago. He has also done post graduate work in surgery at the Lamb Hospital in Denver and at the Cleveland Osteopathic



Hospital in Cleveland, Ohio. In addition he has done post graduate work at his Alma Mater. During the summer of 1948 he studied in Europe.

Dr. Davis is on the surgical staff of the Magnolia Hospital in Long Beach. He is a senior member of the American College of Osteopathic Surgeons and belongs to the California Osteopathic Association and the American Osteopathic Association. He is an attending surgeon at the Los Angeles County General Hospital.

An ardent horseman, Dr. Davis is a member of Los Caballeros and Vaqueros del Desierto. He is also interested in citrus culture, and is the owner of a twenty acre orange grove near Santa Ana. Another hobby is photography.

Dr. Davis is a Scottish Rite Mason and a life member of Al Malikah Shrine Temple of Los Angeles, and belongs to the Long Beach Shrine Club. He is also a member of Palos Verdes Blue Lodge No. 389 Free and Accepted Masons, Virginia Country Club, Pacific Coast Club, Optimist Club, and his church is the First Christian.

The former Miss Maggie Hart McGaha, a native of Texas, became the wife of Dr. Davis on September 20, 1925. They have a son, Peter.

### **C. Bond Harpole**

For many years C. Bond Harpole, president of the Long Beach Realty Board, has occupied a foremost position in the real estate business of this city. Coming to California in 1921, he was appointed sales manager by McGrath & Selover for the then new development of Belmont Shore. Although he had never had any previous experience in the real estate business, he made a most outstanding record in this position, having been responsible for the sale of over \$2,000,000 worth of property in the course of only two years. He later became sales manager for the firm of Duckworth & Company, and subsequently spent three years with Fred Barker, the builder, serving as sales manager for his organization. Following several other connections, which included subdivision work, building and selling, he entered business for himself. This was in 1930 and he has continued to operate his own business ever since, specializing in homes and business properties. He is a past President of the Optimist Club and a member of First Methodist Church.

Mr. Harpole was born at Hutchinson, Kansas, on June 21, 1886, son of Oscar H. and Etta (Woodell) Harpole. He received his elementary education in his home town, and attended high school in Marion, Kansas. He is a graduate of Southwestern College at Winfield, Kansas, receiving the degree of A.B. there in 1905. His first employment was with the Wells Fargo Express Company on railroads running between Kansas City and Denver. Later he took

up newspaper work and was with papers in Kansas City, Denver and Colorado Springs, coming from the latter city to Long Beach.

Mr. Harpole married Miss Blanche Van der Linden, who is of Dutch extraction. Four children have been born to them: Doris, the wife of James Hosmer, who is a flute soloist with the Metropolitan Opera Company; Ada Jane, who is deceased; Tobias, general manager for the firm of Pennick & Ford at New Orleans; and Donald, Major in the Air Corps, being a member of the Regular Army.

### **Carl Fletcher**

Carl Fletcher has an unparalleled record in Long Beach as a civic leader, public official and newspaper editor, and there is probably no more favorably known individual in this city than he is.

Mr. Fletcher is a native of California and a member of a pioneer family, and he had resided in Long Beach sixteen years when on August 17, 1934, he was elected to the City Council from the district in which he then resided, and four days later he took his seat as Mayor, the unanimous choice of his fellow councilmen for that office. At that time he pledged that city affairs would be conducted strictly in accord with the city charter, the Council acting as a legislative body, with the City Manager the administrative officer.

The son of John and Louise Fletcher, Carl Fletcher was born in Hollister, California, August 13, 1883. When eleven years old John Fletcher had come across the plains to California with a man from whom the boy's father had bought a Kentucky farm. There was a matter of \$400 of the purchase price still unpaid, and young Fletcher came West and "worked out" the bill. In 1854 the girl who later was to become Mrs. John Fletcher also came to California. They did not meet, however, until some years later, after she had returned to her home in Illinois and Mr. Fletcher to his father's Kentucky farm. In California Mr. Fletcher had bought books, studied diligently and became a school teacher. He also studied Blackstone, having determined sometime to be a lawyer. After their marriage in Illinois, Mr. and Mrs. Fletcher came West again, but in a migration which covered a period of some years. They resided for a time in Missouri, where John Fletcher in 1871 realized his ambition to engage in the practice of law and where his wife taught school. In 1873 Mr. Fletcher began practicing law in Texas; thence came to California, locating in Hollister, then a part of Monterey County, but now in San Benito County. In 1883 Mr. Fletcher was admitted to practice in California. Hollister continued to be the family home for many years, John Fletcher dying there in 1898, and his widow in 1912.

Carl Fletcher was one of eleven children, of whom five, three brothers and two sisters, are now living. After completing grammar school and high

school at Hollister, Carl Fletcher worked in San Francisco as a hotel clerk and later as a painter. He was there at the time of the earthquake and fire in 1906. Subsequently, he worked in the cyanide mills in Tonopah, Nevada. When General John J. Pershing led an expeditionary force into Mexico in 1916, Mr. Fletcher was in charge of civilian labor for the Government.

After coming to Long Beach in 1918, Mr. Fletcher engaged in business for himself as a painting contractor for several years. Long active in labor circles he has been editor of the Long Beach News since 1928. He was president for seven years of the Long Beach Central Labor Council, and he is a former vice-president of the State Federation of Labor.

For a year and a half Mr. Fletcher was a member of the Long Beach Harbor Commission, and he also has served on the Library Board. For some time he was a member of the Community Welfare Federation Directorate, and he served on the N.R.A. Mediation Committee in 1933. He is a charter member of the Long Beach Parlor of the Native Sons of the Golden West. His fraternal affiliations are with the Elks and Moose.

With possibly one exception, Mr. Fletcher is the only man in the history of Long Beach to be elected a member of the City Council on three occasions; and notwithstanding the fact that Long Beach has never been known as a labor town, he has the distinction of having polled the highest vote of any man who ever ran for the Council. He is a past director of the Los Angeles County Sanitation District, a former president of the Los Angeles County League of Cities, and during World War II he served on a Selective Service Board during the entire period of its existence.

In 1944 Mr. Fletcher was elected a member of the Assembly of the California Legislature representing the 71st District; in 1946 he was elected without opposition; and in 1948 he was elected at the Primaries, having obtained both the Democratic and Republican nomination for the office—eloquent testimony to the excellent service he has rendered his constituents in the Legislature, where he has advocated lower tax rates, child care centers, and liberal allowances for higher education, among his many worthwhile activities as an Assemblyman.

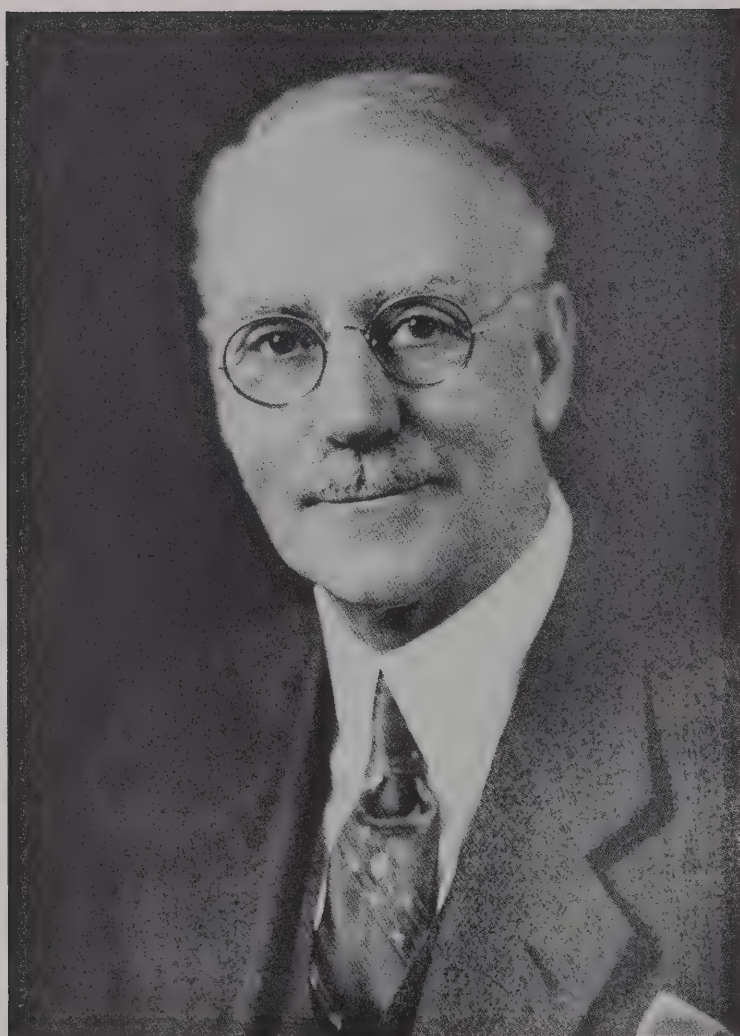
Mr. and Mrs. Fletcher were married in Bisbee, Arizona, in 1918. Mr. Fletcher has a step-son and a step-daughter, Ed Kinsey, who for many years was engaged in the shipping business in the far east, and Vivian Kinsey Fitzgerald.

### **Gardiner L. Crandall**

The late Gardiner L. Crandall was a highly respected old-time citizen of Long Beach, who had spent nearly forty years in this community, the greater part of this time being engaged in the building and contracting business.







REV. GEORGE P. TAUBMAN, D. D.

A native of Glens Falls, New York, Mr. Crandall was born on September 24, 1873, son of William and Cynthia Crandall. He received his schooling in his native community and as a young man came to Long Beach. He early entered into partnership with G. W. Scott, under the firm name of Crandall and Scott. The partners soon became recognized as two of the leading builders of the city, and a large number of homes, apartment houses and several churches were erected by them. The churches which they erected include the First Methodist, the First Baptist, and the First Presbyterian—three of the largest church edifices in Long Beach.

The partnership of Crandall and Scott was ultimately dissolved, and Mr. Crandall's brother, Willard J., became his partner; in addition to carrying on the building business, they dealt extensively in buying and selling real estate.

Mr. Crandall retired from active business several years before he passed away on November 23, 1943, and devoted the latter years of his life to engaging in his favorite avocations of wood carving and cabinet work, in both of which he had achieved a high degree of skill, and his home in Naples is furnished to a considerable extent with examples of his handiwork. Mr. Crandall also enjoyed outdoor sports, especially trout fishing.

He married (first) Miss Mertha Barnes, who is deceased. He married (second) Miss Pearl F. Munson, who survives him. He had one daughter by his first marriage, Mrs. Ruth Clarissa Merrill, who died in 1940.

### **Rev. George P. Taubman, D.D.**

No man did more for Long Beach, and no one was held in higher esteem in this city than the late Dr. George P. Taubman, who for almost a quarter of a century was pastor of the First Christian Church here, and conductor of the Taubman Bible Class, which became the largest Bible Class in the entire United States.

Dr. Taubman was born at Port St. Mary on the Isle-of-Man, June 30 1869, the son of Thomas and Margaret Ann (Qualtrough) Taubman. His parents had previously lived in the United States and had become American citizens. They were on a visit to their native land when their son was born there. In 1871 the family settled near Cleveland, Ohio, and there the senior Taubman engaged in farming, having retired from the shipping business.

Dr. Taubman received his elementary schooling in Cleveland, and graduated from Transylvania College in Lexington, Kentucky. His degree of D.D. was conferred on him by the Eugene Bible University of Oregon in 1923.

Dr. Taubman was ordained a minister of the Christian Church in 1894. Prior to coming to Long Beach he was pastor of Christian Churches in the following places: Newport, Kentucky; May's Lick, Kentucky; Portsmouth,



Ohio; Kansas City, Missouri, and Tulsa, Oklahoma. It was in 1915 that he came to Long Beach to become pastor of the First Christian Church here.

When Dr. Taubman took charge of his church in Long Beach the membership was about 400, and during the twenty-four years and two months he was pastor, this membership increased about tenfold. The beautiful new church edifice at the corner of Fifth and Locust Streets was erected in 1922, at a cost of approximately \$600,000.

Soon after coming to Long Beach, Dr. Taubman established his Bible Class for Men with twenty-five members. He led the class until 1938, and during the years the membership increased to the almost unbelievable number of 3,500, and the average attendance for years was over 1,800. On numerous occasions the attendance was 5,000, and on two special occasions the attendance was over 15,000 and 30,000 men respectively. On these occasions the meetings were held in Lincoln Park. The records show that up until the time Dr. Taubman discontinued the management of the class on account of ill health, it had a total attendance under him of over 500,000 men. Prominent business and professional men of Long Beach have held offices in the class, and due to the fact that its sessions were broadcast each Sunday to an estimated radio audience of over 200,000, the city has received very valuable publicity from this institution. During his active career in Long Beach, Dr. Taubman was connected with practically every enterprise in the city for charitable and social betterment.

On account of advancing age and impaired health, Dr. Taubman resigned his pastorate in June, 1939.

On January 9, 1896, Dr. Taubman married Miss Anne Peyton Greene of Stanford, Kentucky, a member of a pioneer Kentucky family. To this union two daughters and a son were born: Margaret, the wife of Bruce Kirkpatrick, principal of John Marshall High School in Los Angeles; Mary, the wife of Charles Way, an official with Douglas Aircraft Co., and George P. Taubman, Jr., the Long Beach attorney.

Dr. Taubman's civic activities date back to before World War I. During the war he was a leader in Liberty Loan drives and was a member of the Defense Committee. He was a member of various Masonic bodies, including the Shrine, and was for years Chaplain of the Long Beach Sciots. He led the Masonic drive for funds for the New Temple. He was a charter member of the Kiwanis Club and a member of many other charitable, social and fraternal organizations. Dr. Taubman was for many years listed in "Who's Who in America." He passed away at his home on March 12, 1947. The thousands who attended his funeral services and the numerous resolutions and expressions of respect and affection from all over the world were a profound tribute to his life.





GEORGE P. TAUBMAN, JR.



## **George P. Taubman, Jr.**

A lawyer who holds an important place in his profession by reason of his own abilities and because of membership in the distinguished firm of Denio, Hart, Taubman and Simpson, is George P. Taubman, Jr. He is the son of the revered churchman, George P. Taubman, now deceased, whose biography will be found elsewhere in this volume.

George P. Taubman, Jr., was born in Stanford, Kentucky, on February 22, 1897. He attended school in his native state and later in Missouri and Oklahoma. His family moving to California in 1915, he matriculated at Occidental College, where after having served in the U. S. Navy during the first World War, he graduated in 1919. He subsequently entered the law school of Stanford University, where he acquired the major part of his legal education, later taking additional work at the University of Southern California. He holds the degrees of A.B. and LL.B.

During his summer vacations, Mr. Taubman was employed in the law office of Denio & Hart, and when his school career was completed he entered the office on a full time basis. For over twenty years he has been a member of the firm which subsequently became Denio, Hart, Taubman & Simpson, which is the oldest law office in Long Beach, and one of the largest.

Outside of his very active professional career in representing large business and financial institutions, Mr. Taubman has had important oil and other business interests. He has taken an active part in various companies and other enterprises in California and the East as director or otherwise.

Mr. Taubman has been active in many civic affairs, including the Long Beach Chamber of Commerce. Of this body he has been a director and its President for 1947-48. He is a member of the Masons, the Chi Psi college fraternity, Phi Delta Phi legal fraternity, and numerous clubs.

Mr. Taubman married Miss Elizabeth Clare, formerly of Lexington, Kentucky, and a member of an old Kentucky and South Carolina family. They have one son, George C. Taubman, who graduated from Culver Military Academy in 1942. He was a pilot officer in the Army Air Force during World War II. He now attends Stanford University. George C. Taubman married Miss Janet Spear of Hanford, California in 1947, and they are now the parents of an infant daughter, Melissa Anne Taubman.

Mrs. George P. Taubman, Jr., is one of the most active and best known women of California. Her activities include social, political, and charitable. She was, among others, President for three years of the Long Beach Junior Charity League (now Junior League) and of the Co-ordinating Council, State President and National Vice-President of Pro America, an officer and director of AWVS and Citizens Committee for the Army and Navy. Mrs. Taubman

is now active in Association for the United Nations, California Council of Women, and Association of Army and Navy Wives (See International Who's Who). Mrs. Taubman attended the University of Kentucky and is a member of Kappa Kappa Gamma sorority.

### **Thomas E. Noble, M.D.**

Dr. Thomas E. Noble has long been recognized as one of the leading specialists of Long Beach, devoting himself to internal medicine, to which branch of the profession he has given his entire time and attention since 1940.

A native of Indianola, Iowa, Dr. Noble was born August 13, 1899, son of L. Scott and Elizabeth R. Noble. He went through elementary and high school in his native town and then entered Simpson College, where he graduated with the degree of A.B. From there he went to the University of Minnesota and has the unique distinction of having received three degrees from this institution: B.S., 1923; M.B., 1924; and M.D., 1925. His internship was taken at the Southern Pacific Hospital in San Francisco.

It was in 1925 that Dr. Noble began practice in Long Beach, coming here because it was then a medium sized city, any part of which could be reached from his office in about fifteen minutes. Due to the spectacular growth, it is doubtful if the extreme limits of the city could be reached in twice this time now.

In addition to having built up a large and successful practice, Dr. Noble has shown himself to be an unusually patriotic individual. He is one of the few who have participated in both World Wars. During World War I he was a Second Lieutenant in the Infantry, and during World War II he was in the Medical Corps of the United States Navy for over three years. Originally commissioned Lt. Commander, he was ultimately promoted to Commander. He was at first assigned to the Naval Dispensary but soon transferred to Barbers Point on Oahu Island. He was next moved to the Submarine Base at Midway Islands where he was Senior Medical Officer for several months. Subsequently he was returned to California and served at the Naval Air Station on Terminal Island for a time. His last station was the Naval Advanced Personnel Depot at San Bruno, California.

Dr. Noble is a member of the American, California, and Los Angeles County Medical Associations and is a past President of the Harbour Branch of the latter. His college fraternity is Alpha Tau Omega and his medical fraternity is Phi Beta Pi.

Mrs. Noble was formerly Miss Anna Jane Saur. She has been very active in community affairs, having been prominently identified with Red Cross, the

Public Health Nursing Service, Campfire Girls, the State Federation of Social Service and other worthy organizations. She taught home nursing during the recent war for the Red Cross and the city schools and in this connection rendered very valuable service. She is a former President of the Women's Auxiliary of the Harbour Branch of the Los Angeles County Medical Association.

The daughter of Dr. and Mrs. Noble is Willa, who is a student at Stanford University.

Dr. Noble belongs to the Virginia Country Club and his favorite sport is golf.

### **Captain John Burke Worley**

A highly competent and well regarded private detective agency of Long Beach is that conducted by Captain John Burke Worley, which is now the oldest agency in continuous existence in Long Beach. While the headquarters remain in this city, a branch is maintained in San Pedro.

Captain Worley was born at Logansport, Indiana, on June 21, 1886. His father, who died before the Captain was born, was Bartholomew Worley, and his mother, Harriett Anne Buntain. She subsequently married John M. Lane, and the family ultimately moved to Alberta, Canada, and in this province Captain Worley spent his early life and received his schooling.

He worked on his step-father's farm when a boy and next was with the Hudson Bay Company, handling furs, trapping, packing, etc. He later joined the justly famous Canadian Northwest Mounted Police, being the youngest officer ever accepted in that service, and was with this world-renowned organization for six years, serving in the Northwest Territories and the Yukon.

He then returned to this country and entered the shoe business with his brother-in-law, in North Dakota. In 1912 he came to California, locating in Perris, where he followed the garage business.

In 1913 he came to Long Beach, and after working two years for the Pacific Electric Railway, he joined the Long Beach Police Department, continuing with this work for twelve years. In less than one year he advanced to second in command of the Police Department, serving as Chief of Detectives for the balance of the twelve years. He was the only member of the Police Department at that time who had filled successfully all branches of the service. He originated and organized the local Bogus Check Bureau and in 1922 won an award for apprehending more check forgers than any other officer in the United States.

His office is equipped to handle any and all kinds of work in his field, and by reason of his long experience with the local police department, he is



unusually well qualified to meet the requirements of his clients. He has originated a very valuable and original system of making maps for use in court and he is noted as a photographer, having taken many unusual and useful pictures of subjects connected with crime. He is also a fingerprint expert and originated the use of fingerprints for protection on travelers' checks.

His chief hobby is hunting and he has an excellent collection of mounted specimens and photographs of outdoor life. He is also a writer, having published many interesting articles and stories of crime prevention and detection.

A much looked-forward-to annual event in Long Beach is the venison banquet which Captain Worley gives for his friends. Some two hundred invited guests enjoy his hospitality each year at this unique gathering.

Captain Worley was married first to Mrs. Izelle Emery Scott, who is now deceased. On April 26, 1947, he married Miss Glenne Donovan, who was formerly his secretary and is still connected with the agency. Mrs. Worley attended Aurora College in Aurora, Illinois, and subsequently did graduate work at the University of Southern California in history and archeology.

## **Ham Johns**

Among Long Beach insurance men, Ham Johns ranks at the top. Commencing business here in a modest way twenty-five years ago, he has in the interim built up one of the largest and best rated insurance agencies in this part of the state. His attractive offices, which are of modernistic type architecture, are located at 446 East Broadway, and a feature of the business is the competently trained staff.

Mr. Johns is a native of East Orange, New Jersey, born August 29, 1888, the son of Edward and Elizabeth (Fox) Johns. His father's family was from England and his mother's from Ireland. Mr. Johns was educated in his native state, and attended East Orange High School.

Soon after his arrival in Long Beach, Mr. Johns was employed by the Long Beach Dairy and Creamery Company, but after only six months he entered the insurance firm of Carl L. Williams Co. He continued in this connection until 1932, when he started business for himself, under the firm of Ott-Johns, Inc. In 1935 this corporation was dissolved, since which time he has operated under his own name, and carries on a general insurance business.

During the first World War Mr. Johns served in the 112th Heavy Field Artillery of the 29th Division, known as the "Blue and Gray." He was overseas for fourteen months. He holds membership in the Alamitos Bay Post of the American Legion, and the Golden State Post of the Veterans of Foreign Wars.

Mr. Johns is a member of the State and National Associations of Insurance Agents, and fraternally, he belongs to Long Beach Elks Lodge No. 888. In



HAM JOHNS





addition to his insurance agency he has other important business interests, being vice-president of the DeWitt Construction Company, builders of many units of houses in the Lakewood district. He is president of Silver Top, Inc., owners of a swanky guest ranch with a 50-room hotel in Palm Springs.

Mr. Johns is widely known as a horseman, having been the owner of several fine animals. For a number of years he has been a member of the Long Beach Mounted Police. Social affiliations include the Pacific Coast Club in Long Beach and the Palm Springs Tennis Club.

Mr. Johns married Miss Celeste King in 1934 at Reno, Nevada.

### **Joseph A. Ball**

Senior member of the firm of Ball, Hunt and Hart, Joseph A. Ball holds a foremost position in legal circles of Long Beach. Beginning practice in this city twenty years ago, he has in the course of the years gained an enviable reputation in his profession, and is recognized as one of the most successful trial lawyers in Long Beach. His services are in constant demand and he numbers among his clients not only Long Beach citizens, but many persons residing in other communities.

Mr. Ball is a native of Stuart, Idaho, and was born December 16, 1902, the son of the late Dr. Joseph A. and Ellen (Ryan) Ball. His father was a prominent physician and surgeon in Iowa for many years, and later practiced his profession in Los Angeles.

Joseph A. Ball acquired his elementary education in his native town, and subsequently entered the preparatory department of Creighton University in Omaha, and he continued his work at this institution, ultimately graduating from the academic department with the of A.B. in 1925. He also took part of his law work at Creighton University, but completed his legal education at the University of Southern California, receiving the degree of LL.B. in 1927.

Mr. Ball began practice in Los Angeles in 1927, but after a few months moved to Long Beach. He became Deputy District Attorney in 1928. George A. Hart, Jr., ultimately joined him in practice, and later Clarence S. Hunt became a member of the partnership.

Mr. Ball belongs to the Elks Lodge, and his religious affiliation is with the Catholic Church. He is a member of the Pacific Coast, and the Virginia Country Clubs. In addition to the bar associations, he is a member of the American Judicature Society.

The former Miss Eleanor Thom became the wife of Mr. Ball in Long Beach. They are the parents of two children, Patsy and Jo Ellen. The beautiful home of the Ball family is at 4281 Country Club Drive in Long Beach.

### **A. L. Pettigrew, D.O.**

Standing in the forefront of his profession is Dr. A. L. Pettigrew, osteopathic physician and surgeon. Chief of Medical Service at the Magnolia Hospital, and otherwise prominent as a practitioner, Dr. Pettigrew has an enviable reputation in Long Beach.

He was born on September 5, 1904, the son of Hugh Thomas and Elizabeth (Sanders) Pettigrew. The paternal side of the family came originally from France, and the maternal side from Edinburgh, Scotland.

Coming to California with his parents at an early age, the future Dr. Pettigrew received his elementary schooling in Whittier. He subsequently attended the University of Arkansas, University of Southern California, and Tulane University. During 1928 and 1929 he was with the Department of Public Health in Dallas, Texas, in the bacteriology and serology division. His professional training was taken at the College of Osteopathic Physicians and Surgeons in Los Angeles. He interned at Unit 2 of the Los Angeles County Hospital and the Harlan Hospital, Arbutle, California. Completing his internship in 1934, Dr. Pettigrew then took a position as ship's surgeon with a Danish steamship company, known as the East Asiatic Steamship Company of Copenhagen. During this engagement Dr. Pettigrew visited China, the Philippine Islands and many other points in the Far East.

It was in 1935 that Dr. Pettigrew came to Long Beach to engage in private practice here. He specializes in general diagnosis, with special attention given to diseases of the heart. He is certified as a Specialist in Internal Medicine by the American Osteopathic Board of Internal Medicine. He is a senior member of the American College of Osteopathic Internists, and one of the four Trustees of this organization. He is on the faculty of the College of Osteopathic Physicians and Surgeons of Los Angeles, and is Clinical Professor in internal medicine at the Los Angeles County Osteopathic Hospital. He has been a member of the California Forestry Medical Corps since 1940. He has served as chief of the medical service at Magnolia Hospital in Long Beach at varying intervals for the past ten years and is now active in that capacity. He was formerly Chief of Staff of Magnolia Hospital. He is consultant in Cardiology at Long Beach Polyclinic.

Dr. Pettigrew is a member of various other professional organizations, and his religious affiliation is with St. Barnabas Catholic Church. His fraternities are Sigma Phi Epsilon, Phi Sigma Gamma, Delta Phi Alpha, Kappa Alpha Phi and Sigma Epsilon. He serves on the Board of Trustees of the Alumni Association of the College of Osteopathic Physicians and Surgeons of Los Angeles. He is a member of Long Beach B.P.O.E. No. 888.

On November 29, 1934, at Whittier, California, Miss Elizabeth Marie



A. L. PETTIGREW, D. O.





Rojas became the wife of Dr. Pettigrew. Mrs. Pettigrew is active in the Women's Auxiliary of the Osteopathic Association of Long Beach, and she is well known in the community as a horsewoman.

Dr. Pettigrew finds his chief diversion in fishing.

### **Alfred R. Yorston**

As General Manager and Treasurer of Oil Operators Incorporated, Alfred R. Yorston heads an interesting and a very useful business. The purpose of the corporation is to collect and dispose of the water, oil, sand and all other waste products resulting from the operating of oil wells in the Signal Hill district. The company is a non-profit organization and virtually all the major and independent oil companies are members. No less than sixteen miles of pipe lines are maintained from over 1,300 wells, emptying the water, oil, sand, and other waste to the company's reservoirs located at the corner of 223rd Street and Golden Avenue. Here the oil is separated from the water, and the resulting product sold principally as road oil. Even the water from which the oil has been skimmed has a value, as a large salt company which has had a plant on the property of the Oil Operators Incorporated for a number of years pays the company for their water from which iodine is extracted.

Oil Operators Incorporated have another important source of income. Oil was discovered on their forty-acre property some years ago, and the Union Oil Company has the oil rights under a royalty basis.

While originally the company placed assessments upon its members, since 1928 no assessments have been levied and the only charge is a nominal membership fee for each well. The cost of this membership is considerably less than the cost of disposing of the waste products from an oil well in any other manner than that employed by Oil Operators Incorporated. Furthermore, a return of part of this membership fee has been paid from the profits of the company.

The successful operation of Oil Operators Incorporated has been due to a very great extent to the capable management of Mr. Yorston, who has had years of experience in the petroleum industry. A native of Brisbane, Australia, he was born June 16, 1889, the son of Alfred James and Maria Yorston. He came to Canada with his parents as a boy, and attended Winnipeg College. Moving to Los Angeles in 1907, Mr. Yorston continued his education with a course in the Los Angeles Business College. From 1908 until 1911, he did office work for oil companies in Los Angeles. In the latter year he went to Coalinga, and was with the American Petroleum Company there until 1920. He held all the office positions of the company there, finally becoming Chief

Clerk, with entire charge of the office. He also did considerable amount of outside work, and became thoroughly conversant with the oil industry. From 1920 until 1924 he was employed at Montebello by the Petroleum Midway Company, a subsidiary company of the American Petroleum Company.

From 1924 until 1930 Mr. Yorston was with the Dabney Oil Syndicate, the Delaney Petroleum Corporation and the South Basin Oil Company.

Since 1926 Mr. Yorston has been treasurer of Oil Operators Incorporated, and in 1930, he was made General Manager as well.

He is a member of the Long Beach Rotary Club, and his Masonic affiliations include the Blue Lodge in Coalinga and the Knights Templar and Royal Arch in Long Beach.

Mr. Yorston's wife was formerly Miss Mabel F. Lynch. Their two sons and daughter are: Richard A., Mark A., and Frances T., the wife of Ralph T. Hanson. The two sons both had splendid records in World War II. Richard was in a night fighter squadron of the U. S. Navy and saw service in campaign zones in numerous parts of the Pacific area, including the area around Bougainville and Raboul. He received his flying training at the naval air base in Long Beach, and prior to going overseas was an instructor in advance flying at the naval air base in Corpus Christi. He later was transferred to Otay Mesa near San Diego where he completed his fighter training, flying F6F Hellcat planes. He was a lieutenant commander when he came out of the service. Mark was originally in the Coast Guard, but was transferred to the navy and became a naval flier with the rank of lieutenant (j.g.). He ultimately trained for radar night flying. He was stationed overseas from August, 1944, to June, 1945, and participated in numerous engagements in the South Pacific and in the neighborhood of Japan. He holds the navy air medal and two gold stars in lieu of second and third air medals.

The subject of this sketch is a talented pianist and frequently entertains his fellow Rotarians on the piano. He is also a lover of outdoor sports including swimming and tennis.

## **W. A. Harlan**

President and Chairman of the Board of the Western Bank of Long Beach, W. A. Harlan occupies a position of very considerable importance in this city. Mr. Harlan has during the course of the past twenty years seen the deposits of the Western Bank grow five-fold, from \$2,000,000 to the present peak of \$10,000,000, making it one of the largest financial institutions in Southern California, and this phenomenal increase has been due in no small measure to the confidence which the people of Long Beach have in his ability as a banker.





W. A. HARLAN



Born in Ottumwa, Iowa, on March 12, 1883, Mr. Harlan is a son of Charles F. and Jennie (Burns) Harlan. While his father, formerly a wholesale druggist, is deceased, his mother is still living, and makes her home in Ardmore, Oklahoma. Mr. Harlan was educated at Grinnell College in Iowa and at the Wharton School of Finance of the University of Pennsylvania.

As a young man, Mr. Harlan was with the firm of R. G. Dun and Company in the Middle West. He came to California in 1916 to be Cashier of the First National Bank of Heber. After four years there, he became Cashier of the Sacramento Valley Bank at Biggs, California. For one and one-half years prior to coming to Long Beach, he was with the Sun-Maid Raisin Growers Association in Fresno.

Joining what was then known as the Western Trust and Savings Bank in 1926 as Cashier and Vice President, Mr. Harlan has held the dual offices of President and Chairman of the Board since 1933 of the currently-named Western Bank.

His fraternal affiliations are with the Masonic bodies, including the Scottish Rite in Long Beach and Al Malaikah Shrine Temple in Los Angeles. He was married on August 16, 1906, to Miss Gail Beed, who was from Hampton, Iowa.

## **Eugene Tincher**

For many years Eugene Tincher has occupied a foremost position in the legal profession in Long Beach, and few other individuals in the history of the city have devoted so much time to civic work. Perhaps his longest time connection has been with the Y.M.C.A. He recently terminated twenty-five years' service as a member of the Board of Directors of the local association, having been president six years. He served on the Area Board for the Pacific Southwest District, and for two years was its chairman. Currently, he is serving as first vice president of the Area Council, and chairman of the Area Advisory Student Council, as well as being a member of the International Board of the Y.M.C.A. He was elected a member of the Long Beach Board of Education in 1933 and has served continuously ever since, and was president for seven years. He is a past president of the California School Trustees Association, having served in this important position two terms, 1941-1943. He is a former director of the Long Beach Chamber of Commerce, and a past vice president of the Long Beach Bar Association.

Mr. Tincher is a son of the late John W. and Elizabeth (Sallee) Tincher, and was born in LaVerne, Los Angeles County, on October 15, 1888.

His father, who was a native of Missouri, was long identified with California business affairs. He and his wife were pioneers in Long Beach, having first settled here in 1897.



Eugene Tincher was educated in the public schools of Pomona and Long Beach, graduating from the Long Beach High School in 1908. He then entered Stanford University, where he was graduated with the degree of A.B. in 1913. The following year he was awarded the law degree of J.D., and the same year began practice in Long Beach. He has been identified as counsel in many important cases heard in the courts of this county, his success having gained for him a large clientele.

Mr. Tincher's fraternal affiliations are with the Masons. He is a Past Master of Seaside Lodge, No. 504, F. & A. M. He belongs to the Delta Chi college fraternity, and Delta Sigma Rho honorary fraternity. He is a member and past president of the Long Beach Kiwanis Club, and is serving currently as Lieutenant Governor of Division No. 13, California-Nevada District, Kiwanis International. He is also affiliated with the Pacific Coast Club.

Long interested in political affairs, Mr. Tincher served as Commissioner of Public Affairs from 1917 to 1921, and for three years he was a member of the City Planning Commission. For three years he was a member of the Recreation Commission. He has been general chairman of the Community Chest Campaign and for three years was general chairman of the Christmas Seal Campaign.

Mr. Tincher was married on March 7, 1916, to Miss Anna M. Mussetter, and they have two sons, Marvin Eugene, now attending Stanford University, and Don, a student at Woodrow Wilson High School in Long Beach.

Mrs. Tincher is one of the most prominent women of Long Beach. She is widely known in Southern California for her beautiful contralto voice, and has appeared in concerts and contributed generously toward the cultural life of Long Beach. She is a member of the P.E.O., and has served as president of the Women's Music Club of Long Beach and the Ebell Club.

The religious affiliation of the Tincher family is the First Christian Church, of which Mr. Tincher is a member of the Board of Elders.

## **Joseph Herbert Davies**

Joseph H. Davies, one of the foremost structural engineers in Southern California, has handled the engineering design and the supervision of construction of many millions of dollars worth of buildings in the Southwest. His engineering office is one of the largest of its kind in this part of the state.

Mr. Davies was born in Columbus, Ohio, August 12, 1902, the son of Joseph E. and Daisy (McAller) Davies. He received his grammar and high school education in his native town, and subsequently attended Ohio State University, where he received the degree of B.S., in 1925, and later the degree of C.E.

He began the practice of his profession as assistant to the division engineer of the State of Ohio on highway construction. He subsequently went to Miami, Florida, and was there employed by private construction companies for about a year. After engaging in highway work in Ohio and other places, he came to Los Angeles in 1927, and worked as structural engineer for Greer Robbins and Company. He soon came to Long Beach and for three years he was engaged as a structural engineer in the building department of the city, and he was representative of the city on the construction of the Municipal Auditorium. He also served as engineering inspector on the public utilities board and as co-ordinating director of R.F.C. work, and during the earthquake of 1933 he was chief engineer in charge of emergency relief.

Since the fall of 1933 Mr. Davies has been in private practice as a consulting engineer. A few years ago he built and has since occupied, at 730 East Third Street, an office building specially designed to fill the needs of his engineering firm.

Among the building projects with which Mr. Davies has been connected are: numerous schools in Long Beach and other communities; stores and commercial buildings; industrial plants; army, navy and coast guard establishments, housing projects and water front structures.

Mr. Davies is a member of numerous organizations, including the Long Beach Chamber of Commerce, the Rotary Club, Masons, Al Malaikah Shrine, the Triangle fraternity, Pacific Coast Club, Virginia Country Club and he serves on the Los Angeles County Regional Planning Commission. Professional affiliations include the American Society of Civil Engineers, American Association of Engineers, Civil and Structural Engineers of Long Beach, and the Structural Engineers Association of Southern California.

He married Ann E. Westlund of Grand Forks, North Dakota, and has two daughters, Priscilla Jane and Nancy Ann.

## **Stuart C. Searle**

Identified with the real estate and building business in Long Beach for nearly twenty five years, the late Stuart C. Searle was a community builder in the literal sense of the term. During the course of his active career in this area, he made an outstanding success of the real estate business, and erected several hundred homes in the North Long Beach district. A great believer in the future of Long Beach, he invested his money liberally in real estate and building in this city, and it is due to a comparatively few such men as he was that Long Beach has experienced such a tremendous increase of population during recent years.

Mr. Searle was a native of Sioux Falls, South Dakota, and was born on January 29, 1885, son of Charles N. and Josephine Searle. He passed away on September 22, 1946. His schooling was in his native city, and in early life he followed various occupations including the automobile business, the oil business, and for several years he was in the real estate business with his brother, in Aberdeen, South Dakota.

It was in 1921 that Mr. Searle first came to Long Beach. He originally opened a real estate office on Long Beach Boulevard, and later moved to the 1100 block on American Avenue. In 1934 he left Long Beach and spent two years in Arizona, following the mining business, and in 1936 he returned to this city and again took up the real estate business. In 1940 he erected his own business building on the corner of 59th Street and Atlantic Avenue, and until his death he was exceedingly active there, both in handling real estate deals and in building operations.

Mr. Searle was a man who had numerous interests outside of his business. He was a licensed pilot and took many trips to various parts of the country with his wife, who is also a licensed pilot. He also enjoyed bowling, fishing, and various other kinds of sport. He served on the Greens Committee of the City of Long Beach, and in other ways showed his interest in recreation. He was a member of the Long Beach After Dinner Speakers' Club, and his Service Club was the Lions. During the recent war he was a member of the Civilian Air Patrol.

Mrs. Searle, who survives her husband, was formerly Miss Florence Killen. She is now ably carrying on his real estate business. He had two children by a prior marriage: Curtis, and Dorothy, the wife of Mr. Paul Hewitt.

Mr. Searle was a long time member of the Masonic fraternity, and by a unique coincidence, he was Worthy Patron of Mar Vista Chapter, No. 511, of the Eastern Star in Long Beach at the same time Mrs. Searle was Worthy Matron of the organization.

## **Omer Romanes Young**

Omer Romaines Young has been a successful practicing attorney in Long Beach for the past twenty-two years, and during this period has become widely and favorably known in this community.

Mr. Young was born in Wright County, Missouri, on October 16, 1885, son of Jackson D. and Sarah A. (Smith) Young. His father was a farmer and cattle man in Oklahoma for over forty years.

Omer Young attained his early schooling in Missouri and worked his way through the University of Oklahoma, Dallas University, and Oklahoma





STUART C. SEARLE



Law School at Oklahoma City, where he was awarded his LL.B. degree. He also graduated from the Selvedge Business College at Ardmore, Oklahoma, and studied medicine for one year at the University of Oklahoma, at Norman.

He entered practice of law with his brother, F. E. Young, a corporation attorney, at Oklahoma City in 1915. He remained there for two years, and then moved to Miami, Oklahoma. While there he was nominated for County Attorney and also for County Judge on the Republican ticket.

From Miami Mr. Young came to Long Beach. This was in 1926, and he has been here ever since.

Mr. Young is a member of the State Bar of California, the Los Angeles County Bar Association, and the Long Beach Bar Association. His political affiliation is with the Republican party, and his church is the Methodist.

In 1915 he married Miss Lillian A. Alexander at Oklahoma City. She was at that time a student in the University of Oklahoma and is a daughter of Charles Wellington Alexander and Ruth Jane (Northcut) Alexander.

The three children of Mr. and Mrs. Young are: Mona, Omer R., Jr., and Wanda, all graduates of Woodrow Wilson High School.

### **Rev. Perry G. M. Austin, D.D.**

Dr. Perry G. M. Austin, Rector of St. Luke's Episcopal Church, is the oldest churchman in Long Beach in point of service. He has served in his present post since 1923. This church has kept pace with the community in its growth and today occupies the position of being the third largest Episcopal church in Southern California, with over 1,250 communicants, a tremendous increase from the time twenty-five years ago when Dr. Austin took over. St. Luke's Church on the corner of Seventh Street and Atlantic Avenue is universally regarded as one of the most beautiful church edifices in the West. It was erected after the earthquake of 1933, which totally destroyed the old structure. The rector and vestry decided to build the most beautiful sanctuary possible, one expressive of the finest tradition of the Episcopal Church in this country.

Dr. Austin was born in Oakland, California, on December 28, 1888, son of Charles Perry and Isabel (More) Austin. His mother's family is an old one in Southern California; her father, John F. More, brought his family to this state during the Civil War period. He became a large property owner in Santa Barbara County. At one time he owned Santa Rosa Island off Santa Barbara. It is interesting to note that some of this maternal property is still owned by Dr. Austin.

Dr. Austin attended Santa Barbara public schools and Hick's Private School in that city. He subsequently entered Morristown School in Morristown,



New Jersey. From there he went to Harvard University, where he graduated with the degree of A.B. in 1913. At Harvard he was on the track team for three years and had numerous other activities there, and was a member of the Hasty Pudding and Dickey Clubs, and for two years was a member of the Student Council of Harvard College. Following his graduation from Harvard, Dr. Austin entered the General Theological Seminary in New York City, completing his course there in 1917. His first parish was at Roxborough in Philadelphia. His work there was interrupted by service as Red Cross Army Chaplain with the 89th Division during World War I. After the war he was elected Rector of St. Luke's Church in Kensington, Philadelphia, and from there he came to Long Beach.

Dr. Austin is Dean of the Convocation of Long Beach, and a member of the Executive Council of the Diocese of Los Angeles. He was Chaplain to the late Bishop W. Bertrand Stevens. His honorary doctor's degree was awarded him by the Church Divinity School in 1947.

Dr. Austin is a director of the local Red Cross Chapter, and he is also a director of the Seaside Hospital. He is a long time member of the Kiwanis Club and a former vice-president.

He married Miss Camilla Waterman in 1919 at Santa Barbara. They have two children: Camilla, who is a graduate of Mills College, and now the wife of William S. Andrews, Jr., and Perry G. M., Jr., who served in the United States Army during World War II, and is a graduate of Princeton University and of the College of Physicians and Surgeons of Columbia University, and is now an interne in the Los Angeles County General Hospital.

### **Lyman B. Sutter**

For a number of years, Lyman B. Sutter has occupied a foremost position in the legal profession of Long Beach. Coming here to engage in practice at the depth of the depression in 1932, he has during the course of the past sixteen years become recognized as one of the leading lawyers of this part of Los Angeles County.

A native of Burlington, Iowa, Mr. Sutter was born on June 14, 1906, son of Joseph B. and Jane E. Sutter. His father was formerly an important citizen of Iowa, having large property and other interests in that state, but he is now retired and living in Miami, Florida.

Following his graduation from high school in his native town, Mr. Sutter matriculated at Monmouth College in Illinois, where he graduated with the degree of A.B. in 1927. His law course was taken at the Law School of Harvard University, and completed in 1931 with the degree of LL.B. He came to



LYMAN B. SUTTER





California the following year when he passed the State Bar Examination and commenced the practice of law.

In 1938, Mr. Sutter was elected City Prosecutor, resigning this office in 1942 to accept a commission in the Judge Advocate General's Department of the United States Army. Originally commissioned Second Lieutenant, he ultimately rose to the rank of Major. During his tour of duty he was in New Guinea, the Philippines and in Japan in Military Government work. In the latter country he served as the Law Member of the first War Crimes Commission.

Mr. Sutter resumed his private practice in Long Beach in 1946. In addition to the State Bar, he belongs to the American Bar Association and the Long Beach Bar Association, being a past Secretary of the latter.

Active in community affairs, Mr. Sutter has been identified with numerous worthwhile local groups. He is a member of the First Congregational Church of Long Beach, and President of the United Church Brotherhood. At the present time he is serving as a member of the Board of Directors of the Armed Services Y.M.C.A. and the Travelers Aid Society. He is Treasurer of the Long Beach Community Welfare Council and Chairman of the Willmore Court of Honor of the Boy Scouts of America. He is also a member of the B.P.O.E.

Mr. Sutter is the recipient of the Bronze Star Medal for Meritorious and Outstanding Service in the Philippines during World War II.

The former Miss Mary E. Johnson became the wife of Mr. Sutter in 1938. She too has been active in many civic groups and is at the present time a member of the P.E.O. and is a past President of the Lawyers' Wives Club of Long Beach.

Mr. and Mrs. Sutter reside, with their son, Lyman B., Jr., age 8 years, in their home at 1821 East Ocean Boulevard.

A favorite hobby of Mr. Sutter is the taking and making of colored moving pictures.

### **Clarence E. Wagner**

For over a quarter of a century Clarence E. Wagner has occupied a leading place in business and civic circles of Long Beach, as well as having been a political leader for a large portion of this time; and he has an inspiring record of accomplishment both for the way in which he obtained his education and for his successful endeavors in this community.

Mr. Wagner was born in Antigo, Wisconsin, on September 6, 1896, son of Daniel and Katherine (Scharmann) Wagner. He received his grammar school education principally in the town of Chadron, Nebraska, and completed it at Huron, South Dakota, where he also took his high school course. He then

entered Huron College where he received the degree of B.S., having taken all but one semester of his academic course at this institution; this one semester was spent at the University of Wisconsin. For two years Mr. Wagner taught at the Huron High School, his courses being in higher mathematics and the higher sciences, in which branches of education he had specialized in college. Having had a desire to take up pharmacy, Mr. Wagner completed a course at the Drew College of Pharmacy in Minneapolis, and subsequently passed the examinations given by the Boards of Pharmacy both in Minnesota and in South Dakota. It is noteworthy that Mr. Wagner paid his way through High School and College by working in drug stores; no mean accomplishment, as this covered a period of nearly ten years.

It was in 1921 that Mr. Wagner came to Long Beach, and joined his brother, John, who had purchased the drug store on the southwest corner of Seventh Street and Redondo Avenue several months previously. The two brothers have continued to operate the store at this location, but have greatly improved it, having spent about \$30,000 to modernize the store, which is now one of the finest establishments of its kind in this part of the state. The bright, cheery interior with latest fixtures and indirect lighting, presents a most inviting appearance, and the proof that splendid service is rendered is shown by the marked increase in business during recent years. In addition to his interest in this store, Mr. Wagner owns a third interest in another drug store at 400 West Anaheim, his partners in this business being his brother John, and another brother.

Mr. Wagner's political career began in 1934 when he was elected to the Long Beach City Council, being a member continuously until 1939, and for eight months of this time he was Mayor. In 1942 he was again elected to the Council, and served as Mayor again, from 1942 until 1945. In the latter year he was re-elected to the Council, and has been re-elected twice since then. At his last election he made the record of having received the largest vote ever accorded a candidate for Council in the history of Long Beach. Another record which he has made is that of having been a member of the Long Beach City Council for a longer period of time than anyone else.

In 1947 Mr. Wagner was President of the Mayors' and Councils' Division of the League of California Municipalities, and in April, 1947, he was elected President of the Los Angeles County Division of the California League of Municipalities.

Active in numerous civic and fraternal organizations, Mr. Wagner is a member of the Long Beach Chamber of Commerce, the Junior Chamber of Commerce, the East Long Beach Improvement Association, the Optimist Club, Elks, Moose, and Masons (York Rite Bodies, Sciots and Shrine).

The former Miss Sadie Floyd became the wife of Mr. Wagner at Pierre,

South Dakota. They have one son, Dr. Eugene Phillip Wagner, who graduated from the medical school of the University of Southern California in 1947. He is married and has a daughter, Heidi Diane.

### **Owen M. Murphy**

Formerly Assistant Chief of Police of Long Beach, and a member of the Police Department for twenty-four years, and a participant for some years in World War II as an officer in the United States Navy, Owen M. Murphy has the further distinction of making a success of the practice of law despite the fact that he did not become actively so engaged until he was fifty years of age.

Mr. Murphy was born in Lincoln, Nebraska, on January 9, 1897, son of William A. and Etta (Myers) Murphy. He first attended school in Lincoln, but his family moving to Southern California he completed his elementary and high school education in Long Beach. He joined the Police Department in 1921 and resigned in 1945. It was during part of this period that he studied law at Southwestern University, being admitted to the Bar in 1933.

Having been in the Naval Reserve, Mr. Murphy was called to active duty with the rank of Lieutenant Commander. He was subsequently promoted to Commander and then to Captain. Practically his entire period of active service related to intelligence matters. His last year and a half of service was line duty and during most of this time he was Commanding Officer for Naval Military Government in an area of the Western Caroline Islands.

Mr. Murphy is a member of the Lions Club, American Legion, and the Military Order of World Wars.

He was paid an unusual compliment by the Mayor and City Council of Long Beach for his splendid service during the earthquake of 1933, by having been presented a certificate of appreciation signed by the city officials. He was one of only seven persons to be accorded this honor.

Miss Gladys Grace became the wife of Mr. Murphy. They have a son, Owen Francis, who was Cadet Commanding Officer at Long Beach Polytechnic High School in his senior year, and is now with the Standard Oil Company.

Mr. Murphy's law offices are in the Heartwell Building.

### **George F. Scouten, D.O.**

A well-known and highly rated osteopath of Long Beach is Dr. George F. Scouten, whose practice is limited to urology. Beginning practice in this city in 1934, he has devoted his entire time and attention to urology for the past



ten years, and for some time has been on the attending staff in urology at the Los Angeles County General Hospital, concrete evidence of his skill in this branch of the profession.

The doctor was born in Brooklyn, New York, on December 30, 1901, son of George F. and Bessie (Shahan) Scouten, deceased 1908.

Dr. Scouten received his elementary and high school education in Brooklyn and is a graduate of the Springfield (Mass.), Y.M.C.A. College, 1924. He subsequently spent three years at the Philadelphia College of Osteopathy. He came to California in 1929 and entered the College of Osteopathic Physicians and Surgeons in Los Angeles, where he was awarded his degree of D.O. in 1934.

Dr. Scouten is a member of the American College of Osteopathic Surgeons, and he is Professor of Clinical Surgery at the College of Physicians and Surgeons in Los Angeles, having held this important position since 1941. He has been a member of the attending staff of Magnolia Hospital since 1934. He is past President of the Long Beach Osteopathic Society and was President for three years, 1945-1948, of the Long Beach Osteopathic Hospital. He has been certified by the American Osteopathic Association in urology. He takes post-graduate work every two years at eastern clinics.

The doctor's social and fraternal affiliations include the Pacific Coast Club, Optimist Club, and the Odd Fellows. His favorite sports are handball and fishing.

The former Miss Ruth Rasch, a native of Virginia, became the wife of Dr. Scouten; they have a son, Michael, and the doctor has a daughter, Ruth, by a prior marriage.

Dr. Scouten is properly credited as one of those most instrumental in bringing about the high standard which his profession enjoys in this city.

## **Mark L. Taylor**

Attorney Mark L. Taylor comes from an old and prominent family of Long Beach, both his father, the late Dr. Ralph L. Taylor, and his mother, Catherine M. Taylor—who is still living, having been actively identified with the city for many years. His father was City Health Officer for a decade, and filled this important post with unusual distinction. It was in 1911 that Dr. Taylor moved to Long Beach. He remained here until the end of his life. He built up a large practice, and had many interests in the city. The owner of considerable property, he erected the Taylor Apartments on Sixth Street and Pacific Avenue. He also became the owner of an apartment building on the corner of Seventh Street and Pacific Avenue. Mrs. Ralph L. Taylor has been

very active in community affairs. She is an ardent Red Cross worker, being Secretary of the local chapter, and Chairman of production and supply. She has also been prominently identified with the Women's Republican Club. A woman of particularly philanthropic nature, she carries on a considerable amount of charity work in a quiet way, and is recognized as one of the very worthwhile citizens of Long Beach.

Mark L. Taylor was born in Denver, Colorado, on April 4, 1908. He is a graduate of Long Beach Polytechnic High School, and Stanford University, A.B., 1930. His law course was taken at Southwestern University and completed in 1933. He was admitted to the bar in 1935. Prior to taking up practice, he was in the Trust Department of the Bank of America, first in Los Angeles and later in Long Beach.

He began practice with the law firm of Swaffield and Swaffield and later was associated with Mr. Joseph Ball. For a number of years past he has practiced alone.

In addition to his law work, Mr. Taylor has important business interests. He is the owner of the Detroit Auto Paint Company of Long Beach, and he is a third owner in Charm, Unlimited.

Mr. Taylor belongs to the Virginia Country Club, and fraternally he is a Mason and a member of Sigma Chi college fraternity.

He married Miss Nell Westlund, and they have two children, Mark Andrew and Mary nell. Mrs. Taylor is a member of the Assistance League of Long Beach.

During World War II Mr. Taylor ably did his part in serving as an Air Combat Intelligence Officer in the Navy, and spent about three years in the South Pacific.

### **Frank H. Jaques**

In length of service, Frank H. Jaques is one of the oldest attorneys in Long Beach. He was admitted to practice in California courts July 22, 1915, and has since continuously engaged in legal work. He enjoys the high esteem of his colleagues and clients alike.

He was born in Clinton, Iowa, on May 16, 1888, son of John F. and Nancy (Hartzwell) Jaques. His father was of French ancestry and his mother of Pennsylvania Dutch stock.

Mr. Jaques received his educational training in the grade and high schools of Alhambra and then engaged in the grocery business at Willowville, now a part of Long Beach, where he remained for some years. In the meantime he took up the study of law on his own and was admitted to the bar after examination. During the entire time he has been in Long Beach, he has practiced alone.

Mr. Jaques is a member of Long Beach Lodge No. 327, F. & A. M.; Long Beach Commandery No. 40, K. T.; Al Malaikah Temple, A.A.O.N.M.S.; Long Beach Lodge No. 888, B.P.O.E.; the Knights of Pythias, and the Long Beach Lions Club, being one of the six remaining charter members of the club.

Mr. Jaques married Mina McKenzie, who is a native of Scotland. He has a son, Frank H. Jaques, Jr., by a prior marriage, who served in the United States Navy during World War II.

Mr. Jaques is a licensed pilot, and flies his own plane, both for business and pleasure.

### **H. I. Tullis**

An unusually popular and successful businessman of Long Beach is H. I. Tullis, who during the course of a comparatively short time has built up an exceptionally well patronized welding supply and equipment establishment, now located at 353 West Pacific Coast Highway. Coming to Long Beach in 1931, at the depth of the depression, and just before the disastrous earthquake, Mr. Tullis engaged in various occupations, including principally tile setting, until he accepted employment with a Mr. C. R. Cobb, who was a dealer in welding supplies. After working for him for some time at his place on East Anaheim, Mr. Tullis eventually purchased the business. Under his able management, trade was rapidly expanded, and in 1946 Mr. Tullis built the building where the business is now located, and it is one of the most attractive industrial buildings in the area.

There are thirteen employees in the Tullis organization. All types of welding supplies are handled, and the excellent service rendered by the firm accounts in large measure for its rapid growth.

Mr. Tullis is a native of Lincoln, Nebraska, born July 21, 1903, son of the late Eugene C. and Celia Tullis. He attended elementary and high school in Lincoln, and prior to locating in Long Beach, he followed a variety of occupations in different parts of the country.

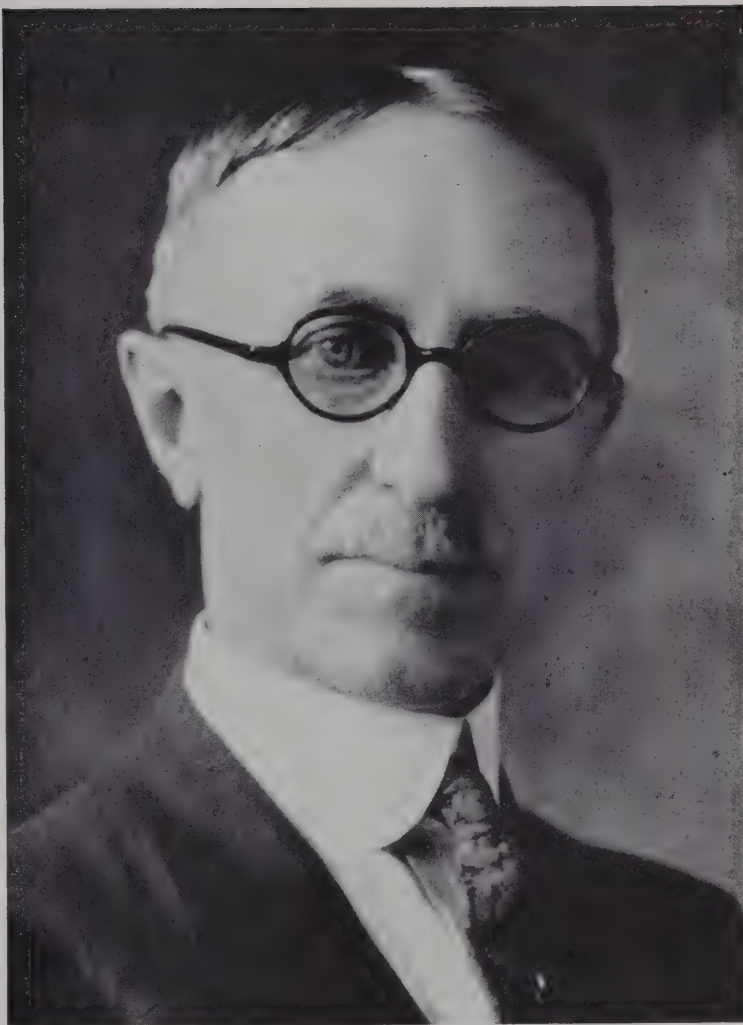
Prominent in social and club circles, Mr. Tullis is a member of the Virginia County Club, Pacific Coast Club, the Tuna Club, Rotary Club, and San Joaquin Club.

The former Miss Mary E. Wilson became the wife of Mr. Tullis at Long Beach in 1931. They have two sons: Richard E. and Phillip I.

### **Harry H. Heylmun, M.D.**

The late Dr. Harry H. Heylmun was the pioneer in Long Beach in X-ray diagnosis. Coming to this city in 1915, he established his practice in this branch of the profession, and despite advancing years and failing health, he continued his work until the beginning of his fatal illness.





HARRY H. HEYLMUN, M. D.



A native of Williamsport, Pennsylvania, Dr. Heylmun was born July 28, 1868, and passed away on October 30, 1942. He was a son of James W. and Angelina Heylmun. He was educated in Williamsport and at Rich Hill, Missouri. As a youth, he engaged in civil engineering, but in fulfillment of his ambition to be a doctor he took a course at the Kansas City Medical College, graduating there in 1897. He was also a graduate of the Illinois School of Electro-Therapeutics. He had taken post-graduate work at the Mayo Clinic in Rochester, Minn., and at the New York Polyclinic Hospital, as well as having studied in Paris, France, and in Vienna, Austria, where he visited leading hospitals, attended lectures and saw the methods of some of the noted European physicians and surgeons.

Prior to his specialization in diagnostic radiology, he practiced general medicine and surgery with notable success in the Middle West. He continued his interest in the broader fields of medicine throughout his life, and thus developed a singular ability to translate his radiographic impressions into clinical and pathological concepts.

Doctor Heylmun established the Department of Radiology at Seaside Hospital and for many years was its director. He was a diplomat of the American Board of Radiology, a member of the American College of Radiology, and a member of the Radiological Society of North America. He had served as President of the Harbor Branch of the Los Angeles County Medical Association.

Dr. Heylmun was a Scottish Rite Mason, a member of the First Congregational Church, and his service club was the Rotary.

Mrs. Heylmun was formerly Miss Fairy G. Hinshaw. She survives him and continues to make her home in Long Beach.

Dr. Heylmun's memory will long be cherished by his numerous friends, patients, and colleagues in this city. He was a man who held to the highest ethics of his profession, and he was greatly beloved by all who knew him.

### **Earl A. Ryan, D.O.**

A leading member of the osteopathic profession in Long Beach is Dr. Earl A. Ryan who has practiced here since 1932 in the specialties of obstetrics and pediatrics—to which branches he devotes much time and study in order to better serve the families of Long Beach who demand and appreciate modern methods.

Dr. Ryan was born in Washington, D. C., September 18, 1902, son of John Henry and Daisy (House) Ryan. His father was a merchant marine officer.



After leaving Central High School in Washington, Dr. Ryan joined the Navy and served from 1919 until 1924 as a Pharmacist's Mate. After two years as first-aid man at a large Wilmington Oil Refinery he matriculated at the College of Osteopathic Physicians and Surgeons in Los Angeles, where he graduated in 1931 with the degree of D.O. He interned at the Los Angeles County General Hospital, and after a year there took up practice in Long Beach. Dr. Ryan serves on the staffs of the Magnolia Hospital, Los Cerritos Maternity Hospital and the Long Beach Polyclinic.

He is a Fellow of the American College of Osteopathic Obstetricians, and is a member of the American and California Osteopathic Associations. Fraternally, he belongs to the Long Beach Elks Lodge and serves on their Crippled Children's Committee.

The former Mrs. Anna Jenkins Cooney became the wife of Dr. Ryan at Yuma, Arizona, in 1936 and the three children are products of Long Beach schools.

Dr. Ryan's favorite sports are swimming, especially surf swimming, and deep-sea fishing. He is an avid football fan, likes baseball and operettas, and collects unusual records for the listening pleasure of family and friends.

### **William H. Brayton**

William H. Brayton is a prominent lawyer of Long Beach, associated with the firm of Clock, Waestman and Clock, who is also a successful oil operator.

Mr. Brayton was born in Lincoln, Nebraska, on November 4, 1899, the son of Frank C. and Nellie (Calder) Brayton. His father, a farmer, brought his family to California in 1901 and located on Signal Hill where he bought ten acres of land for which he paid \$1,600. Later the Love Lady oil pool, one of the largest pools found in California, was developed on this land, making it very valuable. William Brayton carries on his father's oil activity by having important interests in Huntington Beach, Signal Hill and in Wilmington.

Mr. Brayton secured his early education in the old Burnett Public School in Long Beach, and graduated from high school in 1920. He then entered the law school of the University of Southern California, graduating in 1925. Soon after the completion of his law course, he entered the District Attorney's office in Los Angeles, and was assigned to the homicide department, specializing in murder cases. He was subsequently put in charge of the Long Beach office, and fulfilled his duties in this connection with marked ability and discretion. He continued until 1941 when he resigned at the time Buron Fitts completed his term as district attorney.

Mr. Brayton has taken active interest in the development and welfare of Long Beach, and has always extended his influence for everything of benefit to the community. A number of years ago he built the Brayton Theater on Atlantic Avenue. In addition to the Bar Association, his memberships include the Pacific Coast Club, Virginia Country Club, and the Phi Delta Phi law fraternity.

Mr. Brayton married Miss Mildred Bear, whose family came to California from Oklahoma in 1910. She also attended the Burnett School, and graduated from Long Beach High School.

### **George D. Stilson, M.D.**

A leading member of the medical profession in Long Beach for the past twenty-five years, Dr. George D. Stilson is widely known as a specialist in Urology and Dermatology. Coming to this city in 1923 he has practiced his specialties ever since, and holds a prominent position in the medical organizations and in several hospitals.

Born in Brooklyn, New York, on April 6, 1886, Dr. Stilson is a son of the late George W. and Harriett D. Stilson. He received his elementary and high school education in Buffalo and then entered Cornell University, graduating in 1908 with the degree of M.D. Following this for two years, he was an Interne at the Bellevue Hospital in New York, and subsequently served a three months' Residency at the New York Post-Graduate Hospital. He began practice in Niagara Falls, and remained there until 1920. Then for a period of eighteen months he was in St. Louis, Missouri, where he was associated with a noted Urologist, and he also did post graduate work in Urology at the Medical School of Washington University in St. Louis. The following year he spent in Europe, principally in Berlin and Budapest where he continued work in Urology, and also in Dermatology.

Dr. Stilson is a member of the American, California, and Los Angeles County Medical Associations, as well as the Harbor Branch of the latter. He is a member of the American Urological Society, and a Diplomate of the American Board of Urology. He also belongs to the Western Branch of the American Urological Society and the Urological Section of the Los Angeles County Medical Association. He is Senior in Urology at the Harbor Branch of the Los Angeles County General Hospital, and a member of the staffs of the Seaside, St. Mary's, and Community Hospitals in Long Beach.

Dr. Stilson's service club is the Rotary, and social affiliations include the Pacific Coast and Virginia Country Clubs. His favorite avocation is travel. He has made three trips to Europe and has been around the world once.

Dr. Stilson married Mrs. Laura Gudmundson Prall in 1936.

## **C. Standlee Martin**

An unusually successful and popular businessman of Long Beach is C. Standlee Martin, Oldsmobile dealer, who has engaged in business for himself here since the early age of twenty-three. He had the trying experience of starting in for himself in the depth of the depression of the thirties, and he has expressed the opinion that he obtained his best business experience at this time. Everything since then has seemed easy.

Born in Long Beach on May 22, 1907, Standlee Martin is the son of the late Benjamin J. and Nina (Standlee) Martin. His father was a pioneer automobile dealer in this city, having been distributor for the Waverly and Baker electric automobiles as far back as forty-five years ago. It is interesting to recall that James Stewart, great grandfather of Standlee Martin, once owned the site now occupied by the West Coast Theater on East Ocean Boulevard. The Standlee and Stewart families came to California by wagon train in 1869, the Standlees from Texas and the Stewarts from Arkansas. D. W. Standlee, whose daughter became Mrs. Ben J. Martin, settled near Downey and engaged in ranching, setting out a fine walnut grove among his other activities. It was in 1895 that Standlee Martin's father came to Long Beach; between 1904 and 1917, in addition to having been in business for himself, he was connected with other agencies. In the latter year he moved to Oregon, and four years later he lost his life in an accident in that state.

The subject of this sketch received his early education in Long Beach, and after attending grammar and high schools, he entered the University of Southern California where he remained for two years.

His first position was with the factory branch of the General Motors Truck Company in Los Angeles. He next became identified with the Commercial Credit Company at Los Angeles. Then, in 1931, Mr. Martin took the Auburn Automobile Agency in Long Beach. He switched to Oldsmobiles in 1932, and during the course of the past sixteen years he has built up a huge organization. More than 75,000 square feet are required to house the various departments of his business on American Avenue, and the many departments are excellently staffed. The total number of employees aggregates close to one hundred.

Mr. Martin has had an unusually aggressive sales organization, and has received numerous congratulations from the factory as the result of business. He is past president of the Long Beach Motor Car Dealers Association, a member of the Chamber of Commerce, a member of the Pacific Coast Club, the Virginia Country Club, Tuna Club of Catalina Island, San Joaquin Gun Club, and Chi Phi Fraternity at U.S.C. He also belongs to the various Masonic bodies represented in Long Beach and Al Malikah Shrine Temple of Los





C. STANDLEE MARTIN



Angeles. He married Miss Marion Lynds, daughter of W. L. Lynds, also a Long Beach pioneer. They have two children: Barbara Jean, student at the Bishop's School, La Jolla, and C. Standlee Martin, Jr., who attends school here.

Mr. Martin's hobbies are collecting books on California history, cooking books, yachting and fishing.

### **Samuel A. Reese, D.O.**

A prominent and successful osteopathic physician and surgeon of Long Beach is Dr. Samuel A. Reese, who is a native son of this community, born December 24, 1909. He graduated from Long Beach Polytechnic High School, and then entered the College of Osteopathic Physicians and Surgeons in Los Angeles, completing his course in 1935. He subsequently took a post graduate course at the Los Angeles County Osteopathic Hospital, of which he is on the neuropsychiatric staff.

A specialist in nervous and mental diseases, Dr. Reese is Neurologist of the Long Beach Professional Group, and he served on the neuropsychiatric staff of the Los Angeles County Osteopathic Hospital for seven years during which time he was clinical instructor at The College of Osteopathic Physicians and Surgeons. He has been certified as a specialist in neuropsychiatry by the American Osteopathic Board of Neuropsychiatry, and he is a Fellow of the American College of Neuropsychiatry. In 1947 he was certified by the state of California, Department of Mental Hygiene, qualifying him as a medical examiner and alienist. He is a member of the American and California Osteopathic Associations and the Long Beach Osteopathic Society. He is affiliated with Sigma Sigma Phi, national honorary osteopathic fraternity.

Dr. Reese is a member of the Pacific Coast Club, the Long Beach Lions Club, and the Native Sons of the Golden West. He is a 32nd degree Scottish Rite Mason and a Shriner.

Dr. Reese is married to the former Miss Beatrice Rothwell, an alumnus of Pomona College. Mrs. Reese was born in Long Beach, is also a graduate of Polytechnic High School and Long Beach Junior College, and is an active member of Native Daughters of the Golden West. She is currently president of the Women's Auxilliary of the Long Beach Osteopathic Society, and is on the Board of the Campfire Girls.

Dr. and Mrs. Reese have three children: Joyce Anne, Melissa Jeanne, and Laurence Rothwell Reese.



## **Bruce Mason**

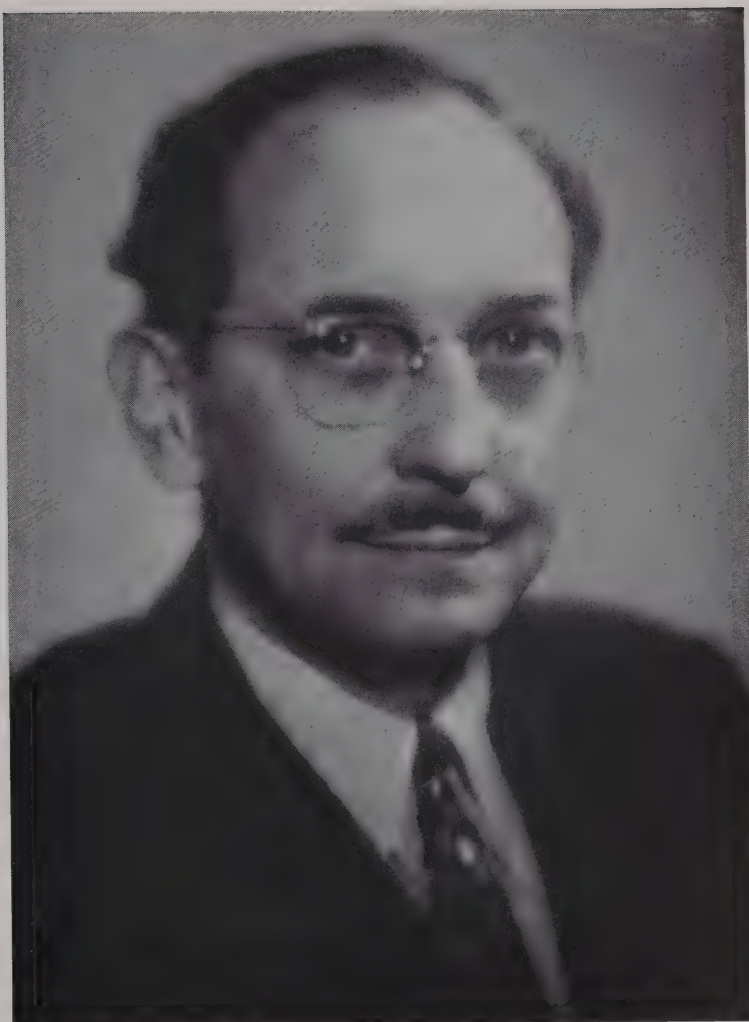
A leader of the Long Beach Bar for a number of years, Bruce Mason is widely and favorably known in this city and enjoys an especially large practice, numbering among his clients some of the most outstanding families of the community.

Mr. Mason was born in Iowa City, Iowa, on the third of February, 1893, and is a son of Rev. O. H. L. and Dora (Reno) Mason. His father was formerly a minister of the Congregational Church and later of the Presbyterian Church and came to Long Beach as pastor of the First Presbyterian Church. Subsequently he organized the Calvary Presbyterian Church, of which he was pastor until 1917. He then entered the United States Army as a special observer in Germany and Europe. On the completion of that mission, he went to Siberia in the service of the Young Men's Christian Association, and at the close of the war accepted the pastorate of the Van Nest Presbyterian Church in New York. Later he accepted a call to the Presbyterian Church at Mercer, Pennsylvania, and ultimately returned to Long Beach, where he passed away.

The subject of this sketch first attended school in his native Iowa, and graduated from high school in Long Beach. Subsequently he became a student at Occidental College in Los Angeles and from there he went to Johns Hopkins University in Baltimore, where he spent one year. Returning to this state, he entered the University of California at Berkeley, where he was graduated with the degree of B.L. in 1914. His law course was taken at the University of Southern California and completed in 1917 with the degree of Doctor of Jurisprudence.

He enlisted for service during World War I, joining the Infantry, but later transferred to the Coast Artillery and toward the end of the war transferred to the Anti-aircraft Corps. He was in the service from May, 1917, until early in 1919 and attained the rank of First Lieutenant, having been commissioned in the Regular Army.

On his return to Long Beach in July, 1919, Mr. Mason was appointed Assistant City Attorney, filling this position for four years. He then became a member of the law firm of Spicer, Meacham & Mason and was engaged in private practice of his profession until May, 1924, when he was appointed City Attorney to fill an unexpired term, ending with the first Monday of July, 1924. At the time of his appointment a general municipal election was pending and Mr. Mason was urged by his friends to run for City Attorney, but the time had already passed for the filing of nominating papers and the printing of his name upon the ballot. Six days before the election, Mr. Mason determined that if a sufficient number of voters desired him to be City Attor-



BRUCE MASON





ney and would write his name in on the ballot, he would serve. A vigorous six-day write-in campaign was waged, the result being that Mr. Mason was elected by this method with a total vote of approximately 18,000, standing second on the entire municipal ticket. This is the first time that any candidate had ever been elected to public office in the city of Long Beach by the write-in method. He continued as City Attorney until 1927 and then entered private practice.

Mr. Mason married Miss Kathleen Davies, and they have a daughter, Janet, the wife of Edward McKenzie.

Fraternally, Mr. Mason is a member of the Masons, in which he has attained the Knight Templar degree in the York Rite, and the 32nd Degree K.C.C.H. in the Scottish Rite. He also belongs to the Elks Lodge and the Pacific Coast Club. He is Vice-President of the Long Beach Community Hospital and serves on the board of directors and is attorney for the Army and Navy Y.M.C.A. During 1933-34 he was President of the Long Beach Chamber of Commerce.

As a lawyer, Mr. Mason has gained a high standing among the members of the Bar, and as a citizen he is an ardent supporter for everything that is calculated to advance community interests.

### **Walter E. Mattocks, D.O.**

President of the Long Beach Osteopathic Society and physician for the athletic teams of the Long Beach City College, are two important positions which Dr. Walter E. Mattocks holds at the present time. A native son of California, the doctor was born in the town of Exeter in Tulare County on January 13, 1912, and was brought to Long Beach by his parents when only a few months old, and here he received his elementary and high school education and two years of junior college work. He is the son of Charles T. and May (Clarkson) Mattocks. While his mother is deceased, his father is still living, being a prominent real estate man of North Long Beach.

The future doctor received his professional training at the College of Osteopathic Physicians and Surgeons in Los Angeles, graduating with the degree of D.O. in 1940. He interned at the Magnolia Hospital in Long Beach, and the following year took up private practice in this city. He is a member of the staff of Magnolia Hospital.

Mr. Mattocks belongs to the Lions Club of North Long Beach, and the Long Beach Sport Boosters. He is a past Noble Grand of Odd Fellows Lodge No. 447. In college he belonged to the Atlas Club, an osteopathic fraternity.

The former Miss Hazel Benson became the wife of Dr. Mattocks in 1937. They have three children: Deanna, Gary and Judith.

The doctor's favorite hobby is photography.

### **Frederick Kellog, M.D.**

Dr. Frederick Kellogg was born in Aberdeen, Washington, on June 11, 1906, son of Roy B. and Lura (Bressler) Kellogg. He attended elementary and high school in Palo Alto, California, and graduated from Stanford University with the degree of A.B. in 1927 and the following year received the degree of A.M. in chemistry. His professional course was taken at the medical school of Harvard University and completed in 1931. He interned for a year at the University of California Hospital in San Francisco. He was awarded a Fellowship in Medicine at the University of California.

In 1935, Dr. Kellogg took up practice in Long Beach, devoting himself to internal medicine. He is on the staff of Seaside Hospital, of which he is chief of medical service. He belongs to the American, California, and Los Angeles County Medical Associations and is currently president of the Harbor Branch of the latter. He is senior attending physician at the Los Angeles County General Hospital, and holds a similar position at the Harbor Branch of the General Hospital.

During World War II, Dr. Kellogg served in the Medical Corp of the United States Army. Originally commissioned captain, he had risen to the rank of colonel at the time of his separation from the service in 1946. He was stationed at various hospitals on the Pacific Coast and spent twenty months with a General Hospital overseas in England and France.

Dr. Kellogg is a member of Alpha Kappa Lambda and Alpha Kappa Kappa fraternities, the latter a medical fraternity. He is a Fellow of the American College of Physicians and a member of the American Heart Association. He is assistant clinical professor of medicine at the medical school of the University of Southern California and medical consultant at the Veterans Hospital in West Los Angeles.

The doctor married Miss Stella Plummer and they have two children: Frederick, Jr., and Carol G.

Dr. Kellogg's favorite sport is sailing.

### **Newton M. Todd**

A leading member of the legal profession of Long Beach, Newton M. Todd has practiced here for the past thirty-one years and has achieved an enviable position in this community not only as a lawyer but as a public spirited citizen.

Born in Pasadena on November 21, 1894, Mr. Todd is a son of the late I. N. and Katie (McKie) Todd. His father was for thirty years with the Southern Pacific Railroad, and for ten years of that time was General Agent in Pasadena.

Newton M. Todd was a youth of eleven years when brought to Long Beach, where he continued his education, and graduated from high school in 1912, after which he entered the law school of the University of Southern California, completing his studies in 1916. During his student days he made his expenses by working in a drug store in Long Beach, and while attending college by working in the law offices of Swaffield & Swaffield. He was admitted to the bar in 1917, and immediately began the practice of his profession in this city. He became associated with the firm of Daly & Daly in 1918, and in 1921 was admitted to partnership under the firm name of Daly, Daly & Todd. Since the death of John E. and James H. Daly, Mr. Todd has continued practice with offices in the Security Building, having as associates Fred A. Watkins and James J. Baker.

Mr. Todd is a member of the Republican Central Committee. For three years he served on the State Board of Bar Governors, and has been president of the Council of Suburban Bar Associations. He is a Mason, belonging to the Scottish Rite bodies and the local chapter of the Knights of Pythias. A very prominent Elk, he is Past Exalted Ruler of the Long Beach lodge, and during 1932 and 1933 he was District Deputy Grand Exalted Ruler in charge of three Southern California counties. During 1942-43 he was president of the California Elks Association. Mr. Todd was president of the Long Beach Bar Association in 1934 and he is a former Trustee of the Los Angeles County Bar Association. For eleven years he was a member of the Policemen's and Firemen's Pension Commission of the city of Long Beach. He is at present a member of the Los Angeles County Republican Central Committee.

Mr. Todd was married to Miss Mila K. Dalen on March 3, 1917. They are the parents of four children: Newton M., Jr., who spent five years in the United States Army during World War II and is now a reporter with the Beverly Hills Bulletin; Paula Jacqueline, the wife of John C. Morey, Jr.; James D., who served in the United States Navy for two and a half years, and is now a student at U.C.L.A. taking a pre-medical course; and Nancy Lois, the wife of Donald M. Browne.

Religious affiliation of the Todd family is with the First Baptist Church of Long Beach.



## **William F. Prisk**

As president and manager of the Press-Telegram Company, publishers of the Long Beach Press-Telegram, William F. Prisk occupies a position of responsibility in his community. Mr. Prisk began his newspaper career during his school years, in his native city, Grass Valley, Calif. It has been his life work, and his practical experience has covered every department of the publishing business and trades related thereto.

Mr. Prisk's father, the late William Prisk, came to the West Coast in the early sixties by way of Panama, and selected Grass Valley as his home. For nearly fifty years he was engaged in gold mining in that region. William Prisk, the elder, married Mary Hosking, also a member of a pioneer California family.

William F. Prisk was born April 2, 1870. As a boy he attended the public schools of Grass Valley, and when still in his early 'teens he did odd jobs for the Grass Valley Tidings, taking a keen interest in all branches of the newspaper craft, having determined to follow this vocation. When nineteen years old he became associated with the late Rufus Shoemaker in publishing the Grass Valley Telegraph. Three years later he sold his interest in that paper in order to broaden his training by work in other fields. He then was connected successively with newspapers in Sacramento, Fresno and Watsonville.

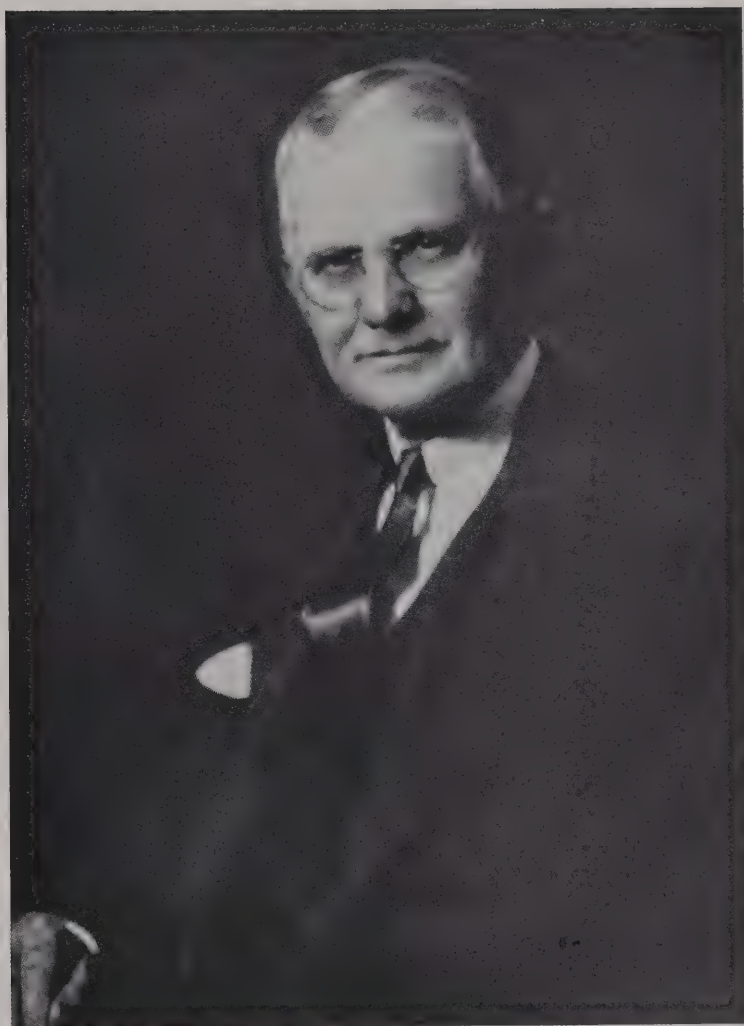
In 1892 he returned to Grass Valley and purchased the Union of that city. He sold his interest in that publication in 1946.

Mr. Prisk was ultimately attracted to Southern California, and with his late brother, Charles H. Prisk, and A. J. Hosking, purchased the Pasadena Star, Charles H. Prisk taking the active management and editorship, an arrangement that continued after the Star and the Pasadena News were merged in 1916, the two papers becoming the Star-News.

In December, 1910, the Prisk Brothers and A. J. Hosking purchased the Long Beach Press, William F. Prisk becoming publisher and editor. In 1924, the Press and the Long Beach Telegram were consolidated as the Press-Telegram, of which William F. Prisk is manager and editor as well as president of the publishing company.

Mr. Prisk's firm faith in Long Beach was most substantially expressed by the erection, in 1924-25, of the Press-Telegram Building, at Pine Avenue and Sixth Street. This structure is looked upon as a model newspaper establishment. Mr. Prisk gave personal attention to the designing and constructing of this business block, with special reference to its departmental uses. A \$300,000 addition to the original structure is now being completed.

While still a young man, not yet in his thirties, Mr. Prisk served a four-year term in the California State Senate, having been elected from the district



WILLIAM F. PRISK





comprised of Nevada, Sierra and Plumas counties. He declined renomination, and since that time has refused to consider public office, having been convinced that a newspaper publisher's obligations and services to his community and State come first, and should not be complicated or hindered by other considerations.

Among organizations in which Mr. Prisk holds membership are the Native Sons of the Golden West, Masons, Elks, Rotary Club, Pacific Coast Club and Virginia Country Club.

Mr. Prisk married Miss Alice L. Othet at Grass Valley on December 16, 1891. Mrs. Prisk's father was the late Thomas Othet, who was a pioneer of Nevada County, having come to California in the early fifties. For some time he was engaged in freighting between Sacramento and various mining points in Northern California and Nevada, and later, for fifty years, he was in the grocery business in Grass Valley.

Mr. and Mrs. Prisk reside at 3001 East Ocean Boulevard.

### **Captain Charles W. Paddock**

Captain Charles W. Paddock, U. S. Marine Corps, Business Manager of the Press-Telegram and General Manager of the Pasadena Star-News, was killed in line of duty July 21, 1943, when the plane in which he was flying with Major General W. P. Upshur crashed near Sitka, Alaska. He is survived by his widow, Neva Prisk Paddock, and two sons, Prisk Paddock and Charles W. Paddock, Jr.

Captain Paddock, long known in the realm of sports as the "Fastest Human," was an Olympic sprints champion and holder of many world's records on the cinder path. He was the author of two books, many magazine articles and was a newspaper columnist of note.

Captain Paddock served as Lieutenant in World War I and rose to rank of Captain in World War II. He had an A.B. degree from the University of Southern California and of Doctor of Philosophy from the University of Paris.

He was born at Gainesville, Texas, August 11, 1900.

### **Roy S. Baty**

For many years Roy S. Baty has been classed as one of the leading electrical contractors of Southern California. With headquarters in Long Beach he has handled major electrical installations throughout this part of the state. His larger jobs in Long Beach include the City Auditorium, Post Office, Asso-

ciated Telephone Building, Walker's Department Store building, the Wise Company Building, the Lafayette Hotel, and for the Government—the new Naval Hospital erected at the beginning of the war. Mr. Baty has also done the electrical work on a number of the Long Beach schools, including the Junior College, Wilson High and the Polytechnic High School Auditorium.

Born at Colorado Springs, Colorado, Roy Baty is the son of Mr. and Mrs. Edwin E. Baty. He received his education in Colorado Springs schools and, intrigued by the science of electricity, went into the electrical business, successively in Colorado and Montana, coming to Long Beach in 1915.

For a time during and after the conclusion of World War II, Mr. Baty did a considerable amount of work at Mojave, California, where for a few years he maintained his headquarters. However, he is now firmly established again in business in Long Beach, his offices and warehouse being at 1257 W. 16th Street. He is a member of the National Contractor's Association, charter member of the Builders Exchange, and belongs to the Arthur L. Peterson post No. 27 of the American Legion.

He married the former Miss Lillian Price, and they have two daughters: Marjorie Lou, the wife of Mr. Norman Kight, an electrical sales engineer, and Barbara Ann, the wife of Commander Burton H. Shupper, a graduate of Annapolis, class of 1937, who participated in practically every theater of the recent war where the United States Navy carried on operations.

## **D. A. Boone**

For fifteen years, D. A. Boone has occupied a position of importance in the legal profession of Long Beach and he has an enviable reputation among his colleagues and clients alike. He is a native of Boone, Iowa, this town having been founded by a relative, Col. Nathaniel Boone, who comes from the same line as Daniel Boone, from whom D. A. Boone is directly descended.

Samuel and Maude (McIntosh) Boone are the parents of D. A. Boone and are now residing in Long Beach.

After completing his elementary education, Mr. Boone entered the noted St. John's Military Academy in Delafield, Wisconsin. Following his graduation there, he spent one year at Vanderbilt University and then took his law course at Drake University in Iowa, where he graduated in 1923. He took up practice in his native city and continued there for ten years, and during this time served for three years as County Attorney of Boone County.

Mr. Boone came to California in 1932 and after taking a post-graduate course in law at the University of Southern California he passed the Bar Examinations and immediately thereafter took up practice in this city. His partner at

the present time is Mr. J. T. Satchell, and their offices are in the Jergins Trust Building.

Mr. Boone is a member of all the Masonic bodies, including the Shrine, and belongs to Delta Tau Delta college fraternity and Phi Alpha Delta law fraternity. He is also a member of the Elks Lodge in Long Beach and the Pacific Coast Club.

He married Miss Leota Moffett, and they have two daughters: Barbara, the wife of Robert Liemocher, and Marilyn Joan, who is a graduate of Stephens College in Missouri and is now attending the University of Southern California.

Mr. Boone's hobby is photography, both still and movie.

### **Carroll M. Counts**

Vice-President of the Long Beach Bar Association, and a leading lawyer of this city for the past twenty-five years, Carroll M. Counts holds a splendid position in legal circles in this part of the state. A native of Texas, he was born in the town of Ranger on March 2, 1893, son of John E. and Willie (Shelton) Counts. The family locating in Long Beach in 1901, Mr. Counts received his elementary and high school education in this city. His pre-legal courses were taken at the University of California, and his law course at the University of Southern California, where he graduated with the degree of LL.B in 1916.

Mr. Counts began practice in Arizona, but the United States entering World War I at this time, he volunteered for service, and ultimately became a Captain in the Field Artillery of the Regular Army, in which he remained until 1920. He then took up law practice in El Paso, continuing there until 1924, when he returned to Long Beach and engaged in the practice of law for several years. For a period of fifteen years Mr. Counts was an associate counsel of the Automobile Club of Southern California, specializing in trial work. In January, 1940, he again took up practice in Long Beach, and has continued ever since. He is a member of the State Bars of California, Arizona, and Texas, and is First Vice-President of the Long Beach Bar Association for the year 1948. He is a former Trustee of the Los Angeles County Bar Association. He is past president of the Long Beach Traffic Safety Council.

A prominent member of the Elks Lodge, Mr. Counts is a Past Exalted Ruler and Past Trustee of the Long Beach Elks No. 888. He is also a Mason, a member of Service Lodge No. 594 and was a charter member of the Long Beach Scottish Rite bodies, as well as a member of the Al-Malikah Shrine Temple in Los Angeles.

The former Miss La Versa Miller, of Pontiac, Illinois, became the wife of Mr. Counts. They have one daughter, Carolee, a graduate of Polytechnic High School in Long Beach.

Hunting and fishing are the favorite sports of Mr. Counts.



## **Charles W. Pettifer**

One of the oldest and most successful building contractors of Southern California is Charles W. Pettifer of Long Beach, who during the past quarter of a century has erected millions of dollars worth of large business and industrial structures in various communities in this part of the state. In addition to this class of work he has also built a number of schools, power plants, and has been an important factor in harbor improvement, as well as conducting a repair and maintenance department for financial institutions.

In recent years Mr. Pettifer has become interested in the F. O. DeCarie Incinerator for municipalities, the parts for which are manufactured in Long Beach. The fuelless and mechanically operated F. O. DeCarie incinerator system by a predrying process, automatically burns wet garbage and wastes and is constructed in sizes to conform with the city's need. It is especially designed to lower operating costs, secure greater consumption per square foot of grate surface, provide greater receiving capacity, facilitate unloading, wash vapor absolutely odorless, abolish stoking by hand and reduce garbage and refuse to clinkers and clear odorless ash.

During the recent war Mr. Pettifer did important work in connection with the shipyards and built a large number of manufacturing plants. Among well known structures which he has erected in Long Beach are the first unit of the LaFayette Hotel, the beautiful Davis Furniture Store on American Avenue, and the recent addition to and remodeling of the Press-Telegram Building.

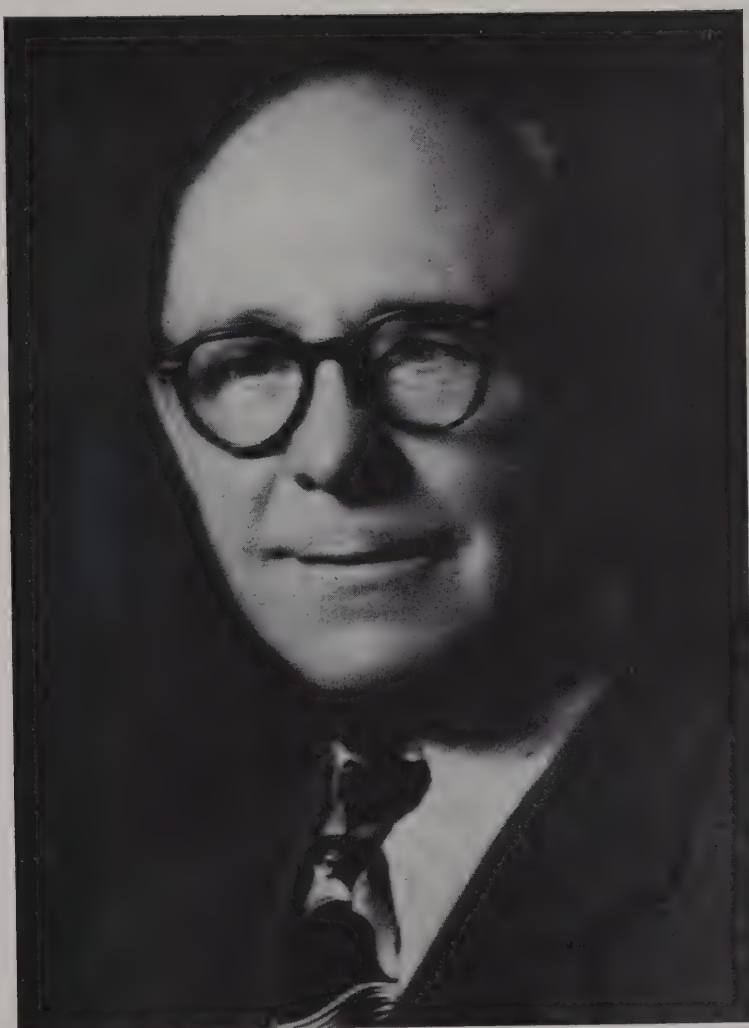
Mr. Pettifer was born in Whiting, Jackson County, Kansas, on March 15, 1881, son of James A. and Dorrit Pettifer. As a youth he worked at various branches of the building industry and for six years was associated in the building business with his father.

For three years Mr. Pettifer served as president of the Long Beach Builders Exchange, and he is a former president of the California State Builders Exchange. He has been a director and vice-president of the Long Beach Chamber of Commerce. His service club is the Kiwanis, and he belongs to the Virginia Country Club.

Mr. Pettifer's wife is the former Mrs. Georgia Dobson.

## **A. A. Jones, M.D.**

For twenty years, Dr. A. A. Jones has occupied an important position in the medical profession of Long Beach, and he is widely and favorably known as a specialist in proctology, to which branch of the profession he has confined his practice since 1934.



CHARLES W. PETTIFER



Dr. Jones was born in Topeka, Kansas, on July 14, 1898, son of Luther M. and Bessie (Sargent) Jones. His father was formerly an official of the Santa Fe Railroad.

Following the completion of his elementary education in Topeka, the future doctor entered the University of Kansas at Lawrence and graduated with the degree of B.S. in 1924, after which he matriculated at the Medical School of the University of Kansas in Kansas City, and he completed his course there in 1927. Then followed an internship at the San Bernardino County Hospital in California. After a year there, he filled a Residency in surgery at the University Hospital in Kansas City, Kansas.

It was in 1928 that Dr. Jones took up practice in Long Beach, and he has been here continuously ever since. He is a member of the American, California, and Los Angeles County Medical Associations, as well as the Harbor Branch of the latter. He serves on the staffs of the Seaside, Community and St. Mary's Hospitals.

Dr. Jones is one of the few persons in this country who served in both World Wars. He was a Private in the Signal Corps during World War I, and was on active duty for about two years, prior to going to college. He served in the Medical Corps of the United States Navy from 1942 until 1946 during World War II. He held the rank of Commander and was with an amphibious fleet in the South Pacific. Aboard the "J. Franklin Bell," he took part in seven major landings. While in the Service, he did a large amount of surgery and organized surgical services.

Dr. Jones is a member of the Masons and the Elks Lodge. He married Miss Emma McDonald, formerly of Kansas. They reside on the doctor's twenty-acre farm in Orange County near Anaheim.

## **Wahlfred Jacobson**

A member of the local bar for almost twenty years, Wahlfred Jacobson is widely and favorably known in Long Beach. He commenced practicing here in 1930, and was associated with Attorney Russell Pray for four and a half years, and then entered the City Attorney's office, continuing there until 1939, when he resigned his position as Chief Deputy in that office. While there he handled a large portion of the trial work for the city.

In 1939 Mr. Jacobson became associated with Attorney Clyde Doyle, and after two years with him he joined the present Attorney General, Fred Howser, having been associated with him until he was elected District Attorney of Los Angeles County. Since 1943 Mr. Jacobson has practiced alone with offices in the Jergins Trust Building.



A native of Omaha, Nebraska, Mr. Jacobson is the son of Jacob L. and Anna J. Jacobson. He received his early education in Omaha, graduating from Central High School, and then entered the University of Nebraska where he received the degree of A.B. in 1918. He subsequently completed a law course given by the American Extension University and holds the degree of LL.B. from this institution. At the University of Nebraska he had the distinction of making the honorary scholarship fraternities of Phi Beta Kappa, and Phi Alpha Tau.

Mr. Jacobson is a member of the State Bar of California, the Los Angeles Bar Association, and is a past president of the Long Beach Bar Association. He is authorized to practice before the Board of Immigration Appeals and is a member of the Motion Picture Panel of Arbitrators of the American Arbitration Association.

He is a Mason and belongs to Seaside Lodge, F. & A. M., the Long Beach Consistory of Scottish Rite, Al Malaikah Shrine Temple of Los Angeles, and the Shrine Club of Long Beach.

The former Miss Golda Hayes became the wife of Mr. Jacobson. They have one son, Gordon, who spent three and one half years in the United States Navy with service in the Pacific theater, holding the rank of Ensign, and is now a student at the University of Southern California Law School.

### **Frank A. Piazza, D.O.**

A prominent surgeon of Long Beach is Dr. Frank A. Piazza, a member of the American College of Osteopathic Surgeons and certified by the American Osteopathic Board of Surgery. And, locally, he is Senior Surgeon at the Magnolia Hospital and he is a Junior attending Surgeon at the Los Angeles County Osteopathic Hospital. His practice is devoted to surgery and gynecology.

Dr. Piazza was born in Johnstown, Pennsylvania, July 4, 1906, son of Samuel and Anna (Sunseri) Piazza, both of whom were born in Italy.

The doctor's elementary education was in his home town, but the family moving to California, he entered the University of Southern California where he took his pre-medical course. He then entered the Los Angeles College of Osteopathic Physicians & Surgeons, where he graduated in 1939, following which he served an internship and residency at the Los Angeles County Osteopathic Hospital. He has subsequently done a very considerable amount of post graduate work in the east and middle west, as well as at the College of Osteopathic Physicians & Surgeons.

He is a member of the American and California Osteopathic Associations and the Long Beach Osteopathic Society. He is a Licentiate in Pharmacy, having been licensed by the California State Board of Pharmacy.

Dr. Piazza married Miss Josephine Barken, who holds the degrees of A.B. and M.A. in chemistry from the University of Southern California. Mrs. Piazza formerly engaged in teaching and has also done medical social work. The Piazza's have one son, Gerald Frank, age four.

## **Einar Petersen**

One of Long Beach's highly regarded citizens, a successful restaurant man and one who has a splendid record of service in both World Wars is Einar Petersen, former operator of Ormondo's Restaurant on East Broadway, and now owner of the Wagon Wheel on North Long Beach Boulevard, which comprises a restaurant, a drive-in and a cocktail lounge.

Mr. Petersen is a native of Copenhagen, Denmark, born on November 20, 1894, the son of Hans Christian Petersen and Anna Nielsen Petersen. He attended school in his native city, and worked in a hotel there while waiting for assignment to the Royal Military Academy of Copenhagen. But he finally decided to come to America, rather than pursue a military career in Denmark. He arrived in New York City in 1910 and was naturalized in 1918. He was engaged in the hotel and catering business in New York; Miami, Florida; Chicago and St. Louis. He came to San Francisco in 1914, and the following year to Los Angeles.

Soon after the United States entered World War I, Mr. Petersen volunteered for service in the army and was assigned to the 158th Ambulance Co. 115th Sanitary Train, 40th Division, called the "Sunshine Division." He was stationed at Camp Kearny, San Diego, for a time and then served thirteen months overseas. After the Armistice was signed, he was stationed at Antwerp, Belgium, and thereafter returned to the United States via Brest, and was discharged at Presidio in San Francisco.

From 1926 to 1928 Mr. Petersen was in business in Honolulu. It was in the latter year that he became a resident of Long Beach, entering the real estate business at that time; also he was interested in the oil business. In 1931 he went back to Honolulu, but returned to California the following year and became manager of a cafe in Giant Forest, Sequoia National Park, continuing until he went with the Desert Inn in Palm Springs. His next connection was manager of the Forest Home Resort near Redlands where he spent part of 1935.

In 1936 Mr. Petersen returned to Long Beach and became manager of the Lakewood Country Club. Two years later he opened a place of his own, known as the "Ho-Tei" in the LaFayette Hotel. In 1941 he became the lessee and managing operator of the Army and Navy Club of Long Beach, continuing as such until his entry into active service in World War II, during which time his wife was in charge of the club.

Mr. Petersen's record in World War II is particularly worthy of note. He was commissioned in the transportation corps of the United States Army in December, 1942, and served both in this country and overseas, having risen to the rank of Major. While stationed at Camp Shank in New York, he was president of the Officers Club. He is still in the active reserve with the rank of Major. He is a member of the Reserve Officers Association, and was chairman of the Activities Committee when the state convention was held in Long Beach in May, 1948. He is a member and past commander of the Alamitos Bay Post of the American Legion.

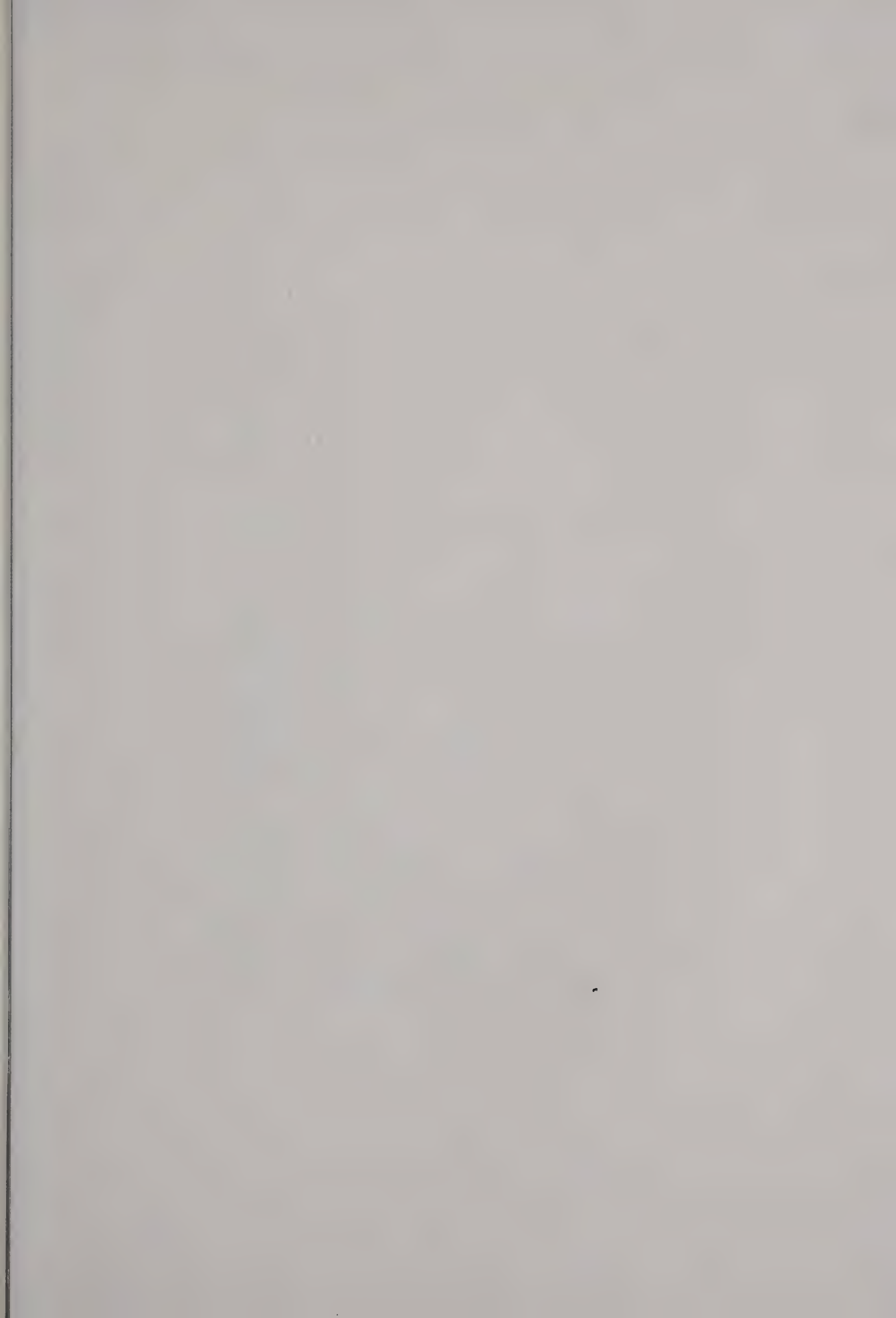
Mr. Petersen is an Elk, a member of the Long Beach Mounted Police, and a former president of the California Tavern Owners Association, now serving as Chairman of its Board of Directors. He has long advocated the strict enforcement of all laws by the managers of restaurants and all places where liquor is served, and he is properly credited with conducting his own businesses on a very high plane and catering to the best element of society.

### **Rex G. Reason**

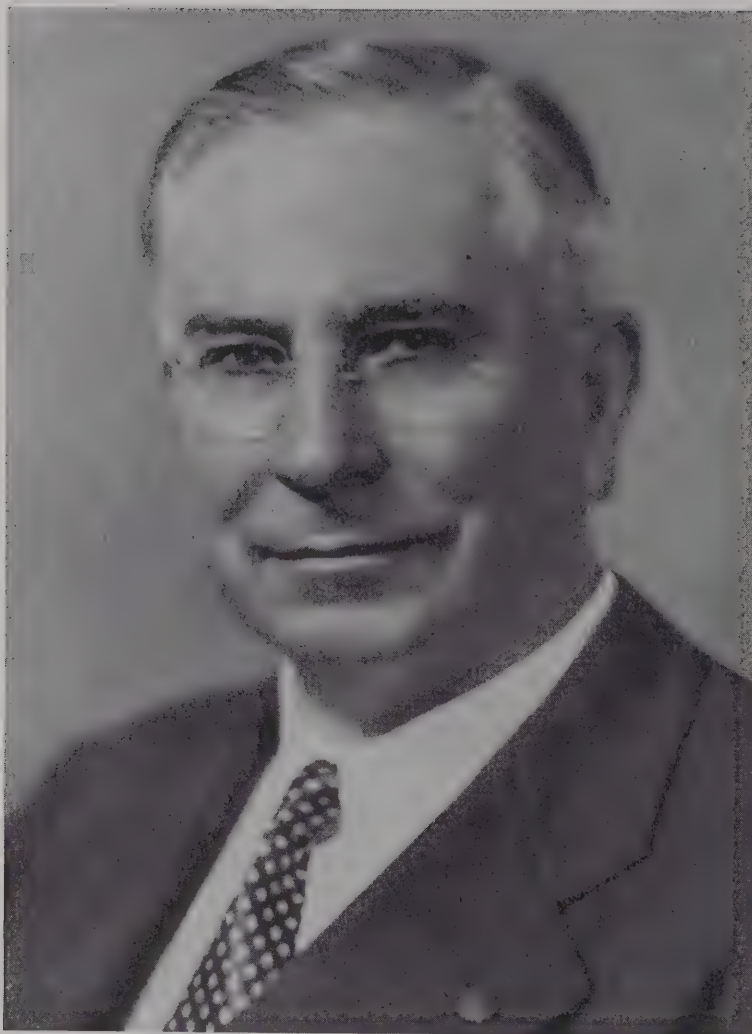
Rex G. Reason, General Manager of the Long Beach Buick Company has had a long and interesting business career, the greater part of which has been devoted to some branch of the automobile industry. A native of Pinckney, Michigan, Mr. Reason was born November 15, 1900, son of George and Nora (Sigler) Reason. His father was a pioneer automobile man, having handled in Detroit several of the early makes of cars, which are no longer in existence.

The subject of this sketch received his elementary and high school education in Detroit and then entered the University of Michigan, where he graduated in 1925 with the degree of B. S. in Mechanical Engineering. While in college, he participated extensively in athletics, his major sport being basketball, and he was a member of the varsity team in this sport.

The year he graduated from college, Mr. Reason came to Los Angeles, and for a few months was with the Los Angeles Chamber of Commerce and then joined the General Motors Acceptance Corporation, with which he was connected for seventeen years, having opened and operated branches for the company in various parts of the United States as well as in Europe, ending up as manager of the Long Beach branch. He resigned from this position to accept a position with the Government in the Air Technical Service Command during the recent war. His work while in this connection had to do principally with the renegotiation of contracts for the Government and at the time he resigned he had risen to the post of Secretary of the Price Adjustment Board for the Western District. It is interesting to note that Mr. Reason also did his







WALTER BRADLEY HILL, M. D.

part during World War I. When only seventeen years of age, he enlisted in the Navy and served for a few months on submarine chasers off New London, Connecticut.

It was in 1945 that Mr. Reason accepted his present position in charge of the Buick interests in Long Beach. Very active in local affairs, his special activity has been the Community Chest, with which he was a worker during the time he was manager of the General Motors Acceptance Corporation's office here. During 1947-48, he was General Campaign Chairman for the Chest and currently is President of the organization. Other local affiliations include the Virginia Country Club, Pacific Coast Club and Kiwanis Club.

Mr. Reason married Miss Madeleine Jones, a native of Los Angeles and daughter of Mr. and Mrs. James L. Jones, her mother also being a native daughter of Los Angeles. The two children of Mr. and Mrs. Reason are Sidney Louise and Pamela Ann, both of whom attend school in Long Beach.

### **Walter Bradley Hill, M.D.**

A resident of Long Beach for a period of forty years and a practicing physician here for almost this entire period, Dr. Walter B. Hill is one of this community's most highly respected citizens. Had he not become a specialist in obstetrics and gynecology in Long Beach, he might very appropriately have filled the role of the beloved country doctor, immortalized in fiction and fact, as he is exactly this type of physician with his kindly nature and conscientious care of his patients.

Long prominently identified with school affairs, Dr. Hill had the unparalleled record of serving as a member of the Long Beach Board of Education for sixteen years, having recently completed his fourth term on the board. In many other ways Dr. Hill has taken part in civic affairs. Outstanding has been his connection with the Young Men's Bible Class of the First Methodist Church, which he taught for nearly forty years. He has a long-time 100% attendance record in Rotary and is a past President of the Long Beach Club; for many years he was on the staff of the Seaside Hospital, and was Chairman of its Finance Committee for a long period, and has been Chairman of the Board of Trustees.

Dr. Hill is a member of the Masonic fraternity, Long Beach Lodge, No. 327, A. F. & A. M.; Long Beach Chapter, R. A. M.; Long Beach Commandery, No. 40, K. T.; the Consistory, Al Malaikah Temple, A.A.O.N.M.S., at Los Angeles. He is a member of the American and California State Medical Associations, as well as the Los Angeles County Medical Society and the Harbor branch of the latter. He also supports the local Chamber of Commerce with his membership.

During the first World War, Dr. Hill enlisted in the United States Medical Corps and at Fort Riley was commissioned a first lieutenant. In 1918 he was transferred to Camp Stanley, Texas, and attached to the Fifteenth Ammunition Train of the Fifteenth Division. At the close of the war he received his honorable discharge and returned immediately to his practice.

Dr. Hill was born in Chicago, Illinois, on March 6th, 1875, and when six years of age came with his parents to Garden Grove, California. He attended public school there and afterward took a course in the State Normal School at Los Angeles. He taught school four years at Garden Grove, and then entered the University of California, where he graduated with the degree of B.S. in 1904, and he then entered the medical school where he received his M.D. degree in 1909. In the same year he located in Long Beach and was in practice here until 1947 when he retired, and he is now enjoying a well earned rest from his many years of active service.

On April 3, 1898, Dr. Hill married Miss Rose N. Metzger, formerly of Scottdale, Pennsylvania. They had the unique experience of celebrating their fiftieth wedding anniversary on April 3, 1948. Their one daughter is Muriel Jeanne Hill, who is a graduate of the University of California.

### **Lowell R. Hill, M.D.**

In a comparatively short period of practice, Dr. Lowell R. Hill has achieved a position of exceptional importance in the medical profession of Long Beach. As a specialist in obstetrics and gynecology he is ranked at the top of the medical profession in Long Beach. He has the distinction of being one of the few men in this city certified by the American Board of Obstetrics and Gynecology and is an instructor in these subjects at the Medical School of the University of Southern California. He is also a fellow of the American College of Surgeons.

He also is Senior Attendant in Obstetrics and Gynecology at the Harbor Branch of the Los Angeles County General Hospital.

A native son, Dr. Hill was born in Garden Grove, the son of Merton Earle and Carrie (Reed) Hill. He is from a real pioneer family of California, as his father also was born in Garden Grove.

The future doctor's elementary education was at Upland Grammar School and Chaffey Union High School and Junior College in Ontario. His academic training was taken at Pomona College, where he graduated in 1925 with the degree of A.B. Medical training followed at Stanford University, and his course there was completed in 1930 with the awarding of the M.D. degree.



LOWELL R. HILL, M. D.





Dr. Lowell R. Hill began practice in Long Beach with his distinguished uncle, Dr. Walter B. Hill. This was in 1932, and the association continued until 1935, since which latter year Dr. Hill has practiced independently with offices in the Professional Building.

Affiliations include the Long Beach Rotary Club, the First Congregational Church, Phi Rho Sigma medical fraternity, and Phi Beta Kappa, honorary scholastic fraternity.

Dr. Hill married Miss Rosamond Martin, who is a graduate of Santa Barbara State College, and was formerly a teacher at the Chaffey Union High School. Mrs. Hill is a past secretary of the University Women's Club of Long Beach and is on the Mayor's Advisory Board for the centennial celebration here. There are three children: Lowell Martin, Richard Earle, and Donald Raymond Hill.

In connection with the family history of Dr. Hill, it is interesting to note the prominence of his relatives in educational circles. His father, Dr. Merton E. Hill, was formerly principal of the Chaffey Union High School, and is Professor of Education at the University of California in Berkeley. Homer Martin, the father-in-law of Dr. Hill, was Superintendent of Schools of San Mateo and Burlingame for many years, and is now retired. Both father and father-in-law are Rotarians.

Dr. Hill's hobby is the cultivation of camellias, roses, and the development of his five acre homesite in the Palos Verdes Hills.

### **W. Harriman Jones, M.D., F.A.C.S.**

One of the most important institutions of its kind in Southern California is the Harriman Jones Clinic-Hospital, located in the block surrounded by Broadway, Cherry and Second Street in Long Beach. The magnificent structure which represents an investment of over \$300,000.00, was erected by Dr. W. Harriman Jones in 1930. Elaborately furnished and equipped with the most modern appliances for medical service and treatment, this is an institution of which any Long Beach citizen might feel proud. The staff consists of over 140 individuals, including doctors, specializing in the various branches of the medical profession. Operated as virtually a cooperative organization, the rates in the hospital are unusually low, and Dr. Jones' purpose has never been primarily to make money out of the institution, but rather to render the best medical treatment available at the lowest possible price. The institution is now under the ownership and management of Dr. Jones and his nephew.

At the turn of the century the exceptional advantages of Long Beach began to attract people from all over the country and among these was Dr.

W. Harriman Jones, who came here in 1901, and quickly became identified with the various activities of development and growth. For several years he was the city's health officer, during which time various sanitary laws were made effective, sewers constructed, garbage collected and sanitary inspections begun.

Dr. Jones made use of the small house at 327 Daisy Avenue as the first hospital and later with others organized the Long Beach Hospital located at Tenth and Linden, subsequently sold and now is St. Mary's Hospital. He then joined with a number of physicians in organizing the Seaside Hospital, at first located in the Enloe home at Broadway and Junipero and then moved to its present new buildings at Fourteenth and Chestnut. For years he was Chief of Staff of the hospital. It is interesting to note that Dr. Jones is the oldest practicing physician and surgeon in length of service in Long Beach.

The doctor has been interested in many activities. He is a charter member and was the second Exalted Ruler of the local Elks club. He is also a Mason, and was one of the founders of the Virginia Country Club, and is a member of the Pacific Coast Club, the Tuna Club of Catalina, and the Long Beach Yacht Club. He has recently built a beautiful home at Lake Arrowhead where he spends much of his time during the summer months.

In his profession, Dr. Jones is widely known. He is a past president of the California Public Health Association and for years was a professor of surgery in the University of Southern California. He is a member of the County and State Medical Societies and a Fellow of the American College of Surgeons. He is also one of the founder group of the American Board of Surgery.

### **F. Harriman Jones, M.D.**

An eminent member of the medical profession in Long Beach is Dr. F. Harriman Jones, who is connected with the Harriman Jones Clinic as surgeon. A native son of California, the doctor was born in Oakland on August 11, 1911, son of Charles Floyd and Ethel M. (Morrison) Jones. It is interesting to note in connection with the family history that the doctor's grandparents and parents have all been prominently connected with the Seventh Day Adventist Church, his grandfather having been manager of the Pacific Press Publishing Association of the Seventh Day Adventist Church.

The elementary and high school education of Dr. Jones was received at Mountain View, in Santa Clara County. His pre-medical course was taken at the Pacific Union College, where he received the degree of A.B., and his professional course was at the College of Medical Evangelists, completed in 1937. He interned at the Los Angeles County General Hospital and subse-



W. HARRIMAN JONES, M. D.









GEORGE F. PAAP, M. D.

quently took post-graduate work at the Graduate School of Medicine of the University of Pennsylvania, from which institution he holds a Masters degree in surgery. He had a fellowship in Surgery at the Robert Packer Hospital in Sayre, Pennsylvania.

In 1940, Dr. Jones became associated with his uncle, Dr. W. Harriman Jones, in the latter's clinic in Long Beach, and is now again active in practice there after five years service in World War II.

The doctor is a member of the American, California, and Los Angeles County Medical Associations. He is a Fellow of the American College of Surgeons and is certified by the American Board of Surgery.

Like his forebearers, he belongs to the Seventh Day Adventist Church. He is a member of the Virginia Country Club, the Elks Lodge, and is an associate member of the Junior Chamber of Commerce.

Dr. Jones' wife is also a member of the medical profession, and practices under her maiden name of Geneva K. Beatty, with offices in the Security Building.

Dr. Jones' hobbies are photography and model railroads.

### **George F. Paap, M.D.**

Another important member of the medical profession here is Dr. George F. Paap, of the noted Harriman Jones Clinic, in which he now owns a substantial interest, and where his work is devoted to gynecological surgery and obstetrics.

Born in New South Wales, Australia, March 26, 1901, Dr. Paap is a son of Frederick William and the late Flora Belle (Fish) Paap. The former was born in New Zealand and the latter in Bedford, Michigan.

The future doctor, as a youth, attended a large number of schools, both in Australia and in the United States. He ultimately spent one year at Pacific Union College and three years at Occidental College, where he received the degree of A.B. His professional course followed at the College of Medical Evangelists and was completed in 1930. He interned at the Cottage Hospital in Santa Barbara and then was a resident at the County Hospital in Santa Barbara for a year.

It was in 1931 that Dr. Paap came to Long Beach to join the Harriman Jones Clinic, with which he has been associated ever since. This well-known medical institution is staffed with twelve doctors and a large number of employees. Some 30,000 patients are treated annually.

Dr. Paap has done post-graduate work at the Cook County Hospital in Chicago and is a Fellow of the American College of Surgeons and a Fellow of the American Medical Association. He belongs to the American, California,



and Los Angeles County Medical Associations and is a former president of the Harbor Branch of the latter. He serves on the board of the Long Beach Red Cross Chapter and on the executive board of the Long Beach Tuberculosis and Family Welfare Association. He is on the staffs of the Seaside and Community Hospitals.

Social affiliations include the Tuna Club, the Virginia Country Club and Pacific Coast Club. His college fraternity is Chi Rho.

During World War I, Dr. Paap did his part by serving as a radio operator on convoy ships carrying American troops to Europe.

Dr. Paap is a devotee of outdoor sports and particularly enjoys fishing, golf, and boating—both power and sail boats.

The former Miss Florence Josephine Jones became the wife of Dr. Paap. She is a niece of Dr. W. Harriman Jones. Mrs. Paap has been active in community affairs, being a former president of the Long Beach Assistance League, and currently she is president of the Women's Auxiliary of the Los Angeles County Medical Society.

The sons of Dr. and Mrs. Paap are George F., Jr., and Charles H. It is an odd coincidence that both sons were born on April 14 and both parents on March 26.

### **John A. Paap**

An exceptionally able and successful lawyer of Long Beach is John A. Paap, whose early life was most unusual. He has attended thirty-seven schools—eleven of them outside the United States, and nine colleges. The many changes in Mr. Paap's early life were due to the fact that his father was a field missionary secretary of the Seventh Day Adventist Church, and his duties took him to many foreign countries and to different parts of the United States.

John Paap, an American by choice, becoming a naturalized citizen of the United States in 1932, was born in the town of Wahrenonga, New South Wales, Australia, on November 10, 1905. His father's name is Frederick William and his mother Flora Belle (Fish) Paap. The former was born in New Zealand and the latter in Battle Creek, Michigan. He has two brothers, Dr. George F. Paap, M.D., Long Beach, and Edward M. Paap, in business in Los Angeles.

When John Paap was six years old his parents brought him to the United States on the first of three trips he made to this country from Australia. Being the youngest member of the family, he was invariable taken to whatever place his father was ordered, and this accounts for his having been to school in so many different places. Among the colleges which he has attended are: Occidental, Pacific Union, Washington Missionary College, Walla Walla, University of Toronto, Whitman, and University of Southern California—from which latter he holds the degree of A.B. and LL.B.



JOHN A. PAAP



In 1933, Mr. Paap began the practice of law in Long Beach, being associated for the first two years with attorneys Newton Todd and Fred A. Watkins. In 1935 he established his own offices on the top floor of the Security Building, First and Pine Avenue, where he is now situated. He has built up a wide and varied general and probate practice and numbers among his clients many of the most important citizens and corporations of Long Beach. He is one of twelve Long Beach lawyers who have been admitted to practice before the Supreme Court of the United States at Washington, D.C.

Mr. Paap has been an active civic worker. He was President of the 20-30 Club in 1938, Secretary of the Council of Service Clubs in 1939, President of the Junior Chamber of Commerce in 1940-41 when the local organization for the first and only time in its history was voted the most outstanding Junior Chamber of Commerce in the state, and during which year, the Junior Chamber, under the leadership of their President, also received nine national organization awards for Civic Achievement. During the past several years Mr. Paap has continued in his civic leadership in many varied activities and has had the honor and privilege of serving as a member of the Board of Directors of the Community Chest, Council Social Agencies, National Chapter of March of Dimes Infantile Paralysis Association, Southern California Equestrian Trails Association, Southern California Aviation Club, Long Beach Community Players, Long Beach Civic Opera Association, Chairman of the Long Beach War Agencies Drive, President of the Harbor Division of the U. S. O. Council, charter member of the Board of Directors and one of the original incorporators of the Long Beach Boys' Club, and committee member by appointment United States Rivers and Harbor Commission. One of the most important civic positions held by Mr. Paap was his membership in the Recreation Commission of the City of Long Beach in connection with which commission he served as President for four years. Mr. Paap is a very dynamic and convincing public speaker and has been the chairman of a number of speakers bureaus organized to promote public good will and civic fund raising drives. His unselfish devotion to the community welfare is attested by his many friends, colleagues and other civic leaders.

John Paap is a member of the Virginia Country Club, a charter member of the Exhausted Roosters of Long Beach, a charter member and former Dean of the Peon University, a charter member of the Gridiron Club, a member of the Chi Rho social fraternity and Gamma Eta Gamma legal fraternity. Mr. Paap is an aviation enthusiast; he assisted in the laying of the corner stone of the administration building of the Long Beach Municipal Airport and is the proud possessor of the trowel used in the ceremonies and the key to the corner stone vault to be opened December 17th, 1967. Mr. Paap has traveled exten-



sively and is noted for his frequent aviation business trips to various parts of the United States.

Miss Madeleine Dorothy Hansen and Mr. Paap became husband and wife November 14th, 1935. Mrs. Paap is the daughter of Admiral Harry James Hansen, United States Navy, and Mary Jane Hansen of Long Beach. They have two children: Sondra Gayle Paap, born October 28th, 1936, and John Edward Paap, born November 24th, 1943. Mrs. Paap spent a great deal of her early life in the tropics and islands of the South Pacific, where her father was stationed. After attending the Long Beach College of Commerce and Long Beach Junior College for one year, Madeleine Paap attended and graduated with the degree of Bachelor of Science, Lindenwood College, Missouri, which school was founded in 1827 and is one of the oldest accredited girls' universities in the United States.

### **George M. Vermillion**

A man who has achieved an unusual business success in Long Beach, and a civic worker of the first rank is George M. Vermillion, owner and operator of two popular drug stores and a member of the Long Beach Board of Education and of the Recreation Commission. A native of Paola, Kansas, Mr. Vermillion was born April 14, 1900, son of George W. and Jennie Vermillion. His parents were early settlers in eastern Kansas and both are still living. They moved to Osawatomie, Kansas, in 1901, and following his graduation from Osawatomie High School, George Vermillion learned the rudiments of the drug business by employment in a store in Kansas.

Having had a desire to come to California, he arrived in this state in 1920, and locating in Long Beach he soon took a job as a ditch digger in the oil fields of Signal Hill. However, being a man of ambitious nature, he did not remain in this menial position long but soon took a position in a drug store in Long Beach, and after attending a quiz school he took the California State Pharmacy examinations and passed them in 1928. Then, for a period of two years, he represented the Colgate-Palmolive-Peete Company in this area. Next, for a period of several years, he was employed by a drug store at Coronado.

Returning to this city in 1938, he opened a store of his own in North Long Beach, which is still in operation and this is an exceptionally well patronized business. In 1945, he opened his second and larger store at 1201 East Carson Street, in which enterprise he has a partner, Harold Paige, who is the store's manager. This is one of the largest independent stores of its kind in the community. However, Mr. Vermillion has plans completed for the opening of a third and still larger store in the northern part of the city. It is interesting to

note that his stores have led the State of California in the sale of Rexall products for the past two years.

A member of the Board of Education since 1941, Mr. Vermillion was president of the Board during 1944-1945. He has recently been elected a director of the Long Beach Chamber of Commerce. Other affiliations include the Kiwanis Club (former director), North Long Beach Commercial Club (past vice-president and director) Monte Vista Masonic Lodge, and Scottish Rite bodies in Long Beach.

The former Miss Hazel Smity Rainey became the wife of Mr. Vermillion. They have two sons: Charles E., who served in World War II as an Ensign in the Naval Aviation, and George M., Jr., who also served in the Navy during the recent war. Both sons are now studying pharmacy, the former at the University of Southern California, and the latter at the University of Montana.

Favorite sports of Mr. Vermillion are hunting and fishing.

## **Francis H. Gentry**

For over thirty years, Francis H. Gentry, former Mayor, has occupied a foremost position in the professional, business, and political life of this city. A native of Los Angeles County, he was born in the Antelope Valley on March 24, 1892, son of Thomas L. and Mary E. Gentry. His father, also a native of California, was an early day cattle man and later was for many years an officer in the Los Angeles Fire Department. His mother was born in Liverpool, England, and came to this country as a young girl. His grandparents on his father's side came to California in the Goldrush days of '49.

When he was two years old, Mr. Gentry was brought by his parents to Los Angeles and he was educated in the public schools, topped by professional training at the Rowell School of Engineering. He first opened his office for the practice of his profession in Los Angeles and subsequently was with the firm of Yeager and Company.

Coming to Long Beach in 1918, Mr. Gentry was placed in charge of the steel stocks and construction checking department of the Southwestern Shipyards, by the War Department, and continued there until the termination of World War I. Since 1919, his practice has been devoted to structural engineering, which covers the design and supervision of building construction.

Among important jobs with which he has been identified in Long Beach may be mentioned the Masonic Temple and Scottish Rite-Cathedral, Campbell Apartments, the Security-First National Bank Building (in association with a Los Angeles firm), and many Long Beach schools, which include the Frances E. Willard School and the Charles A. Lindbergh High School. He has also

done reconstruction work on the Seaside Hospital, the Cooper Arms Apartments and the Hilton Hotel.

In recent years, Mr. Gentry has handled a wide variety of jobs in different parts of Southern California, as far distant from Long Beach as Palm Springs, where he has recently had charge of the engineering work on a large hotel. He is both a licensed civil and structural engineer.

During World War II, Mr. Gentry was a member of the O.P.A. in charge of the food and shoe administration. While in this position, he was commissioned a Major in the United States Army and assigned to the Provost Marshal's Division for Military Government. However, the war ended before he was called into active service. He still retains his commission in the Reserve Corps. During the war, he also served as chairman of the sub-committee of the War Manpower Commission for the Hotel and Restaurant industry.

In addition to his professional work, Mr. Gentry has had valuable business training. For seventeen years he was a director of the Los Angeles Mutual Building and Loan Association. When the depression of the early thirties shook financial institutions all over the country, the Los Angeles Mutual remained absolutely solid. He is now president of the Long Beach Investment Company and also president of the Almeria Oil Company of Long Beach and chairman of the Labor-Management Committee of the hotel and restaurant industry.

Mr. Gentry's service as a public official began in 1927, when he was a member of the Los Angeles County Grand Jury. In 1928, he was appointed to fill a vacancy on the Long Beach Civil Service Commission. In 1939 he became mayor of the city and continued thus until 1942. His administration was characterized by efficiency and scrupulous regard for the common welfare. During his term of office and ever since, Mr. Gentry has always worked for the development of industries in Long Beach, and the great progress made in recent years in this respect is due in no small measure to his activities.

He was director of four Los Angeles County Sanitation District Boards, Numbers 1, 2, 3 and 8, during 1939-40-41-42. He is a member of the board of directors of the Long Beach Convention Bureau. He is a member of the Chamber of Commerce and a member of the National Affairs and State and Local Affairs Committees.

During 1947-1948, Mr. Gentry was chairman of the Mayor's Food Conservation Committee. Always interested in the welfare of veterans, he assisted in securing appropriations to build the Veterans Memorial Building in Long Beach.

He is in good standing in the Elks and Masonic bodies, including the Blue Lodge, York and Scottish Rite, Al Maliakah Shrine Temple of Los Angeles, and is a holder of the honorary degree of Knight Commander, Court of Honor of Scottish Rite. In addition, he has the rare distinction of holding the Honorary





FRANCIS H. GENTRY





33rd Degree. He was made a member at sight in Mispah Grotto in Long Beach of the M.O.V.P.E.R. by Pyramid Pharaoh. He is a member and past president of Long Beach Parlor, Native Sons of the Golden West.

Mr. Gentry married Miss Julia L. Hammond, who is a native of Illinois. She has been active in community affairs, being a life member of the Ebell Club and other organizations, and during the recent war she was an officer in the A.W.V.S. and active in the Long Beach Family Welfare Association. Mr. and Mrs. Gentry have a daughter, Marla Jule, now the wife of Lt. Commander LeRoy E. Harris, USN, a graduate of Annapolis and an Ace during World War II, now Academic Director at the Pre-Flight Aviation School at Pensacola, Florida. Mr. and Mrs. Gentry also have two grandchildren, a boy and a girl.

### **John R. Berry**

John R. Berry, partner in the firm of Marshall and Clampett, De Soto and Plymouth dealers of Long Beach, has had a lifelong career in the automotive industry, and his present firm, of which he is the active head, has greatly profited by his years of valuable experience in the industry.

Born in Montpelier, Vermont, on August 12, 1895, Mr. Berry is the son of the late William Campbell and Gertrude (Park) Berry. He received his early schooling in his native city and then entered the University of Vermont, graduating from that institution with the degree of B.S. in 1918. He then served for several months in the Field Artillery of the United States Army during World War I.

His first business experience was with the Goodyear Tire and Rubber Company at Akron, Ohio. After a short time there, he formed a connection with Dodge Bros., at the factory in Detroit, and subsequently held important positions with this firm's district offices in Columbus, San Francisco, and in Los Angeles. Later, Mr. Berry joined the Chrysler Corporation and was placed on the organizing staff for the De Soto line and helped to establish the district office in Cleveland as well as the offices in San Francisco and Los Angeles. He ultimately became Assistant Regional Manager on the Pacific Coast for the De Soto line. After a few years in this position, he was transferred to Boston as Regional Manager for New England and spent four years looking after the De Soto interests there; from that city he was transferred to Philadelphia in a similar capacity. Following a year in the latter city, he was promoted to Eastern Sales Manager for De Soto cars, with headquarters in Detroit.

It was in 1943 that Mr. Berry came to Long Beach, having purchased a major interest in the Marshall and Clampett company. This is one of the largest automobile firms in the city, and including all its branches the firm occupies 450 feet of frontage on American Avenue. Over fifty people are

employed. The Used Car Department is one of the most active and the best managed in Long Beach, and the Service Department is a special feature of the business.

Although a resident of Long Beach for only a comparatively short time, Mr. Berry has taken an active part in community affairs. He is a member and past president of the local Kiwanis Club and is affiliated with the Pacific Coast Club, Virginia Country Club, and the Long Beach Chamber of Commerce.

He married Miss Joyce Robberts, formerly of Davenport, Iowa. They have a son and a daughter. The son is John R., Jr., a graduate of Massachusetts Institute of Technology, who served for a period of four and a half years in the recent war, having risen to the rank of Major in the Air Corps, and is now in the business with his father. The daughter, Alice Robberts, is attending Stanford University.

Mr. Berry's hobby is collecting early American antiques.

### **Clinton James Curtis**

His long and zealous activities, arduous but effectual, as president and manager of the Dock and Terminal Company, which made the plans for the Long Beach Inner Harbor in 1905 and spent \$2,000,000 in constructing and maintaining its channels, turning basins and ocean entrance jetties during ensuing years, won for Clinton James Curtis enduring credit and the plaudits of appreciative citizens as an outstanding pioneer in, and contributor to, the commercial and industrial upbuilding of this city.

Today's famous Port of Long Beach, comprising both Inner and Outer Harbors, is the outgrowth of the original Inner Harbor planning and development by the Dock and Terminal Company, chiefly under Mr. Curtis' leadership and management.

He was one of three Redlands, California, citizens who joined Long Beach and Los Angeles men in incorporating that company in September, 1905, for the purpose of buying about 800 acres of lowlands along the west side of the then small city of Long Beach and creating a commercial harbor in that area of "salt marsh" and "mud flats." It was an ambitious undertaking, and proved even much more costly and difficult than had been anticipated. The deal for the purchase of the land was closed within a month after the corporation was formed.

It was bought from the Land and Navigation Company, in which Stephen Townsend and C. J. Walker were the principal owners. The large tract had been acquired from the Seaside Water Company. Mr. Townsend and Mr. Walker considered the possibilities of "Cerritos Slough" for a ship canal and



CLINTON JAMES CURTIS





of interesting railroads and manufacturers in the area. Some of the land was divided into residence lots. Henry P. Barbour and Dana Burk obtained an option on the Land and Navigation's Riverside Tract in July, 1905, and evolved more detailed plans for a harbor project. When the Dock and Terminal Company was formed, Burk and Barbour were among its incorporators and the former became its first president.

Mr. Curtis, who had come to California in 1893 and located in Redlands, where he became prominent in business and banking, had not expected to take any active part in the harbor-building project beyond his original investment. But in 1906 he disposed of his orange-shipping business and came to Long Beach to reside, when other stockholders of the Dock and Terminal Company insisted that he become the Dock and Terminal Company's executive officer. In 1908, he was made president of the corporation. Its operations at times were attended by financial struggles of which the public was unaware. Its financial outlays for dredging and rock work on the jetties were very large, and Mr. Curtis strove diligently and successfully to negotiate sales of the company's property to meet expenditures essential to the improvements under way.

Details concerning the original planning and development of the Long Beach Inner Harbor by the new corporation, later renamed the Long Beach Dock and Terminal Company, are given in the chapter entitled "Port of Long Beach," in the historical-narrative portion of this volume. Important, in connection with the dredging of channels, was the filling-in of adjacent areas with the dredgings, and the construction of streets, curbs and walks over some 200 acres, which soon began to attract industries and wholesale houses.

For many years, the Port of Long Beach, comprising both Inner and Outer Harbors, has been under municipal ownership and operation, but the Dock and Terminal Company, of which Mr. Curtis was president, has property and oil interests in the Harbor District and maintains an office in Long Beach.

Herman E. and Mary (Camp) Curtis were the parents of Clinton James Curtis, who was born August 21, 1870, in Winona, Minnesota. He completed grammar and high school courses in Winsted, Connecticut, subsequently attended Phillips Academy at Andover, Massachusetts, and completed his education at Yale.

In Redlands he was owner of the West American Fruit Company and a director of the Redlands National Bank and the Union Savings Bank.

On April 17, 1901, Mr. Curtis married Miss Lucy M. Kimberly in Redlands. After coming to Long Beach they resided here until 1941, when they removed to Rancho Santa Fe to reside. While his business interest here was in harbor and industrial development, Mr. Curtis believed that the sta-

bility and prosperity of Long Beach depended also upon its attractiveness as a city of homes and as a summer and winter resort city, as well.

The children of Mr. and Mrs. Curtis are: Helen, who is the wife of Ray H. Gordon, a mining man, also residing in Rancho Santa Fe; Caleb, an attorney in New York City, who married Susanne McKinney, of Long Beach, and John Curtis, M.D., of Madison, Wisconsin.

Mr. Curtis died October 6, 1948.

## **Cecil E. Bryan**

As Founder, Builder and President of the Sunnyside Mausoleum and Memorial-Park, Cecil E. Bryan holds a place of particular importance in this community. Coming to California with his family at the time of World War I from Chicago, Illinois, where he had made his home and had his principal office for a number of years, Mr. Bryan first settled in Pasadena. Continuing his activities in the East, he enlarged his scope by adding still more sacred memorial structures on the West Coast to the long list of more than sixty mausoleums he had already created and erected in all parts of the country during the some thirty years he had engaged in this specialized development. Not until 1921, however, did Mr. Bryan's interest become more localized in Long Beach when he founded the Sunnyside Mausoleum, the magnificent monument to the departed, on which several million dollars has been spent to date, serenely gracing an attractive residential area on the Northern boundaries of the community.

A native of Irving, Illinois, Mr. Bryan was born March 26, 1878, the son of Louis and Martha (Davis) Bryan. He was educated at the Lewis Institute in Chicago, and after leaving there spent more than a year with Frank Lloyd Wright's Atelier in Oak Park, Illinois. Later, he spent still another year associated with Mr. Ralph Modjeski, one of America's most noted civil engineers. As both of these forward-thinking personalities were pioneers in the use of re-enforced concrete, then being introduced to the United States as a building material, Mr. Bryan's experiences in association with them imbued him with their same early enthusiasm for the then unrealized potentials of the now long proven construction method.

Mr. Bryan soon realized the great resistance to earthquake shock possessed by re-enforced concrete foundations, and was quickly convinced of its possibilities in connection with the construction of Community Mausoleums. Proof of this belief was provided by Mr. Bryan's Sunnyside Mausoleum and Memorial-Park in Long Beach, which practically alone of all the great buildings in that section passed through, completely without structural damage, the sever shock centering around the community in the early thirties.

When first commencing his career as a builder of mausoleums, Mr. Bryan not only had to perfect the construction of this specialized memorial form still relatively new to this country, but also had to educate the public to use them. It is significant that the growth of the mausoleum as an accepted type of memorialization is closely paralleled by the growth of Mr. Bryan's own activities. While the earliest building developed by Mr. Bryan contained only some seventy-five crypts, today each of the two properties at present under his personal management and supervision have been designed to include more than fifty thousand such memorial spaces, as well as a similar number of columbarium niches for the inurnment of cremated remains. The companion structure is the magnificent Mountain View Mausoleum in Altadena, in the community where Mr. Bryan makes his residence.

The Sunnyside Mausoleum is designed in a colorful Christian style of architecture—Spanish Renaissance—and stands as an enduring monument to Mr. Bryan's ideals and vision. Combining impressive beauty with permanent construction, the entire edifice breathes an air of sincere spiritual sanctity. As yet far from completed, the present finished portions of the great sacred structure in both exterior and interior are thought by many to represent man's nearest approach to the Perfect Memorial.

Brightest jewel in the decorative design is the Cathedral Chapel—a masterpiece of ornamentation and craftsmanship. It is unquestionably the most beautiful room of its kind ever erected in connection with a mausoleum. From the lofty, vaulted ceiling, with its rich Spanish design hand-painted directly onto the concrete to insure its imperishability, to the exquisite marbles of walls and patterned floors, this chamber is impressive and inspiring in every detail. Under the spell of soft, deep-toned melodies from the great pipe-organ and tower chimes, with beauty on every side, committal services become a truly reverent and fitting tribute.

Matching its companion chamber in artistry is the appealing little Memorial Chapel but recently completed as the latest addition to the great sacred structure. Although smaller and more intimate in its design, the charming service area is in the modified Spanish Colonial style conceived after the colorful community churches below the border. Here the great glory is the radiant chancel, rising like a richly sculptured bas-relief to sweep into the shadowy heights of the ceiling, and to frame a masterful mural interpretation of the "Ascension of Christ."

Present plans call for still another great addition to be added in the months ahead to the glorious "Galleria Real" to finish the West Wing of the mausoleum, although even now it is universally recognized as being one of the most beautiful memorial sanctuaries in the nation.



Mr. Bryan's home is now in Altadena, and in addition to directing the largest business in the community, he has taken a leading part in civic affairs for many years past. It is recognized that it is due in large measure to his progressive leadership Altadena has enjoyed an exceptional growth during the period he has so generously given of his time in the acceptance of his residence responsibilities in the multifold activities of the area.

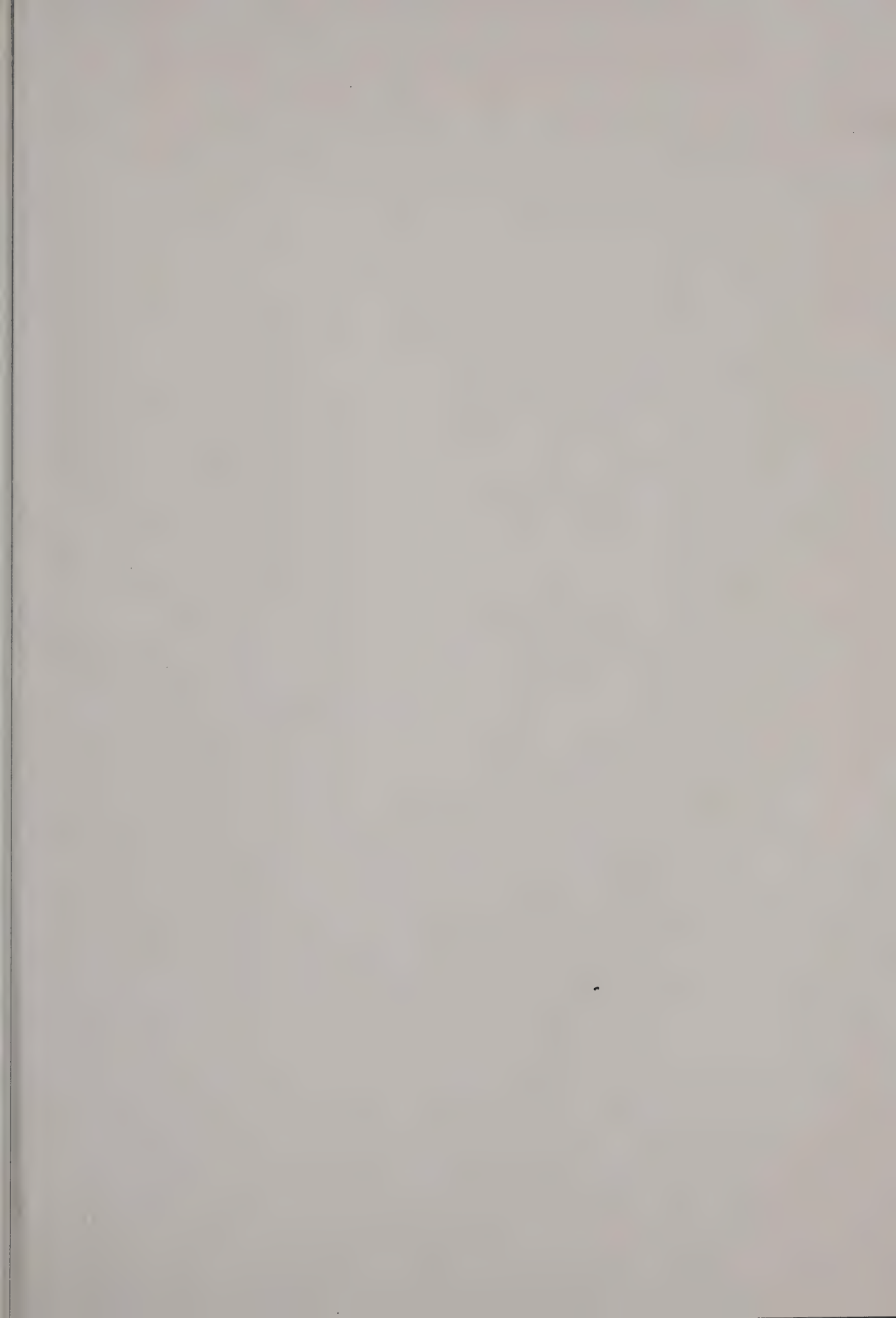
In line with his calling, Mr. Bryan is a member and past president of the California Interment Association, and for some eight years he has been either an officer or director of the National Cemetery Association, on which he has served with distinction on numerous committees.

Mr. Bryan's fraternal affiliations are with the Masons, to which all the important bodies he belongs, and he is also an Elk. A member of the First Congregational Church in Pasadena for many years, he has served as a trustee and was prominently identified with their new building program of several years ago. He finds his main leisure diversions in his numerous cameras of all types, the large and attractively landscaped grounds and gardens of his home, and his keen interest in pleasure boating, although he has not personally participated in that spirited sport since he disposed of his large deep-sea cruising yawl the "Emerald," some years ago.

He married Miss Ethel Goembel, daughter of W. Sidney and Laura (Early) Goembel, formerly of Geneseo, Illinois, whose extensive musical training in voice and piano at both Knox College, Galesburg, Illinois, and the Chicago College of Music, provided her interest and enthusiasm for the arts activities of the area in which she has for many years been prominently identified, as well as being a member of a large number of women's clubs and civic organizations in both Altadena and Pasadena.

Mr. and Mrs. Bryan have two sons, Cecil Jr. and Paul, both of whom saw service in the armed forces during World War II. Major Cecil E. Bryan, Jr., U.S.A., was engaged for some five years in a number of important assignments for the Ordnance Division of the United States Army in several widespread areas of activity, in which his many years of specialized technical instruction with the Organized Reserve was of especial value, an organization he had joined during his business training in the Engineering School of Stanford University. Lieutenant Paul G. Bryan, U.S.N.R., a graduate of the University of Southern California, spent some three years serving with the United States Navy on a Destroyer Escort stationed with the Atlantic Fleet, first as the ship's Senior Communications Officer and later on special assignment on the same vessel as aide to the Task Group Commodore during the group's numerous highly successful anti-submarine war patrols.

Now returned from their wartime services, Mr. Bryan's sons are once again associated with their father in the administrative management of the





NATHAN NAGEL

Sunnyside Mausoleum and Memorial-Park, Long Beach, and its companion structure, the Mountain View Mausoleum, Altadena.

### **Nathan Nagel**

A prominent and well-rated lawyer of Long Beach is Nathan Nagel, member of the local Bar for over twenty years, and a leader in Jewish circles.

Born in the Ukraine, Russia, on October 15, 1893, he is the son of the late Anshel and Libby Nagel, and came to America at an early age. He received his elementary education in Detroit, and subsequently studied law at the University of Chicago for one year, and some time later completed his legal training at the law school of the University of Southern California, graduating there in 1926.

Prior to coming to Southern California, Mr. Nagel was engaged in the real estate business in Detroit, and while residing there he had the unique experience of being elected as the youngest member of the Michigan State Legislature.

In addition to carrying on a large practice, Mr. Nagel has several important business interests. He is President of the Apex Wood Products Corp. of Long Beach, and also President of the Mutual Protective Loan Corp.

During World War II he was Government Appeal Agent for Draft Board No. 274. Officially connected with several Jewish relief agencies, he is on the National Council of National Refugees, the Hebrew Aid Society, the Joint Distribution Committee, and United Palestine Appeal. He is a Past President of the Long Beach B'nai B'rith.

Prominent in Masonic circles, Mr. Nagel is a Past Master of Los Cerritos Lodge, F. & A. M.

He is a member of the California State Bar Association, and he was elected and served as member of the Board of Governors of the Long Beach Bar Association.

Mr. Nagel's present wife was the former Miss Frances Yenter. They have two children, Ronald Nathan and Charlene. He has a married daughter, Lucille, by a prior marriage.

### **L. D. (Ren) Tolbert**

L. D. Tolbert, commonly known to his friends as "Ren," has a reputation of being one of the most substantial real estate men in Long Beach. For a number of years associated with the late Melvin Campbell, together they consummated many important real estate transactions in this city, and since the



death of Mr. Campbell, Mr. Tolbert has carried on his own business with continued success. While dealing in all types of property, a specialty is made of business leases and property management. Offices have recently been moved from Pine Avenue to 522 Locust Avenue.

A native of Vernon, Texas, Mr. Tolbert was born on May 11, 1900, son of John W. and Elizabeth (Hamilton) Tolbert. Coming to California with his family when a youth, Mr. Tolbert received his schooling at El Centro, in the Imperial Valley, in which area his father was engaged in ranching. It was in 1923 that Mr. Tolbert located in Long Beach. For a short time, he worked in a furniture store, and in 1924 entered the jewelry business and for ten years operated Tolbert's Jewelry Store on Pine Avenue, in which Mr. C. C. Lewis was financially interested. Following eight years of activity in this line, he joined Mr. Campbell in the real estate business.

Mr. Tolbert and members of his family own a considerable amount of Long Beach real estate, including several valuable business properties.

Mr. Tolbert has long been active in civic affairs and has held official positions in a number of important organizations. He has been a director of the Junior Chamber of Commerce, and is a former president of the Executives' Club. He is affiliated with the Long Beach Chamber of Commerce; Associated Property Owners, Long Beach Mounted Police, Long Beach Mounted Guard, and is a prominent member of the Lions Club. In line with his business, he is now and has been on several occasions previously, vice-president of the Long Beach Realty Board, and he is a former director of the California Real Estate Association. His church is the First Baptist.

Mr. Tolbert had the unique experience for a man of his age of having served several months in the United States Army during World War II.

His wife's maiden name was Marion Scharf. He has a step-son, Richard. Favorite hobbies of Mr. Tolbert are horses, golf, bowling and travel.

## **Paul W. Westerlund**

The record of Paul W. Westerlund as an attorney and corporation official is an exceptional one, as he has in the course of a comparatively short period of years become one of the most successful lawyers of Long Beach, as well as being an unusually able business man—a combination rare in the legal profession.

Born of Swedish parents in the town of Vasa, Finland, on September 13, 1910, he was brought to the United States by his mother, Hilda Westerlund, in 1915, his father, William Westerlund, having first come to this country



PAUL W. WESTERLUND



in 1905. While the former is deceased, his father is still living and makes his home in Long Beach, having retired some years ago from the life insurance business.

The subject of this sketch received his elementary education in Butte, Montana, and graduated from high school in Phoenix, Arizona, to which locality his family had moved for reasons of health. Mr. Westerlund attended Phoenix Junior College, Long Beach Junior College and the University of Arizona before entering the law school of the University of Arizona. He was graduated with highest distinction with the degree of LL.B.; he also had one semester in the law school of Northwestern University in Chicago.

He was admitted to the Bar in Arizona in 1940, and after a few months' practice in that state he came to California and was admitted to the Bar here the same year, and he has been engaged in practice in Long Beach for the past eight years. He has always done a large amount of corporation work as well as general practice.

Mr. Westerlund's business connections are numerous and important. He is president of the Servo Corporation, an oil well service organization; vice-president of the Petroleum Rubber Corporation, manufacturers of rubber products for the petroleum industry; vice-president of the Los Angeles Standard Rubber Corporation; and is on the Board of Directors of several other California corporations. During World War II he owned and operated a war plant in Los Angeles.

Mr. Westerlund received his early business training in the period from 1933 to 1937, when he was out of college and was associated in the public relations department of the Central Arizona Light & Power Company. The years spent in this connection have proved of very great value to him in his subsequent career.

Affiliations of Mr. Westerlund include the State Bars of California and Arizona, the Los Angeles Bar Association, Long Beach Bar Association, and the American Bar Association. His college fraternity is Sigma Chi, and he is a Mason. During the recent war, he was commissioned in the Cavalry, and assigned to the Army Air Corps, ultimately receiving a medical discharge.

The former Miss Helen Pares, of Chicago, also a graduate of the University of Arizona, became the wife of Mr. Westerlund at Tucson on October 19, 1938. Mrs. Westerlund is first vice-president of the University Women's Club of Long Beach. The two children in the family are Susan and Eric.

Mr. Westerlund frequently indulges in big game hunting, and another avocation is wood working in his well-equipped shop at his home.



## **Burton W. Chace**

Burton W. Chace is the capable and popular Mayor of Long Beach. Before becoming a political leader in his community, he had established himself as an outstanding business man. He owns the Chace Lumber and Supply Company which he and his father established twenty-five years ago. In addition to his lumber business, Burton W. Chace has extensive real estate holdings which include a Motel, Trailer Park, Apartment Houses and other rentals.

Mr. Chace, who is the son of Mr. and Mrs. Nathan Chace, was born in Stanton, Nebraska, on July 6, 1900. After graduating from High School he spent two years in the school of business administration at the University of Nebraska. Prior to coming to California, he was engaged in the bond business in Omaha, Nebraska.

When the Chace family located in Long Beach in 1923, Burton Chace joined his father in establishing the Chace Lumber and Supply Company in this city. The close and harmonious relationship of father and son has been a guiding influence in his life, and is largely responsible for the outstanding success which Burton Chace has experienced. Mr. Chace, senior, who only recently retired from active participation in the company, is still at the office daily.

Burton W. Chace was a member of the Board of Education for eight years prior to his election to the Long Beach City Council in 1945. He was re-elected at the special election of 1947. He was chosen Mayor in July, 1947, and re-elected to that office the following year. His conduct of official duties has met with general public approval. Having made a success of his own business, he is well qualified to handle the city's business in an efficient, business-like manner.

Mr. Chace is a member of the Kiwanis Club, North Long Beach Commercial Club (Past President), California Heights Methodist Church (Past Lay Leader), First Vice-President Army and Navy Y.M.C.A. Board of Directors, Goodwill Industries, Delta Upsilon Fraternity and Virginia Country Club.

Burton Chace is married and has two daughters: Constance Elizabeth and Paula Cathleen. Mrs. Chace, who is Health Chairman of the Community Welfare Council, is also active in every phase of community affairs but finds her special interest in the field of public health and social hygiene. She serves on the Board of Directors of local and county organizations which promote better community health programs.

## **Gerald Desmond**

Gerald Desmond was born in Long Beach on April 12, 1915, son of Justice Walter Desmond and Margaret (Lyons) Desmond. His father, who was serving as Postmaster of Long Beach at the time of Gerald's birth, ultimately rose to the position of Presiding Justice of the District Court of Appeals of California.

Following two years at Long Beach Junior College, Mr. Desmond entered the University of California, where he completed his academic course in 1936 with the degree of A.B. He graduated from Harvard Law School in 1940 and began the practice of law in Long Beach. In 1942 he was appointed Special Attorney in the Antitrust Division of the United States Department of Justice in Los Angeles. Later, for a year and a half, he was an Assistant United States Attorney for the Southern District of California.

During the recent war, Mr. Desmond was an officer in the United States Navy, commissioned in the Supply Corps and assigned to investigation. Most of the time he was stationed in New York and in Washington, D. C.

In July, 1946, Mr. Desmond joined the present City Prosecutor, Kenneth E. Sutherland, in the private practice of law. Later, his brother, Walter Desmond, Jr., joined the firm. Since the election of Mr. Sutherland to the office of City Prosecutor, the firm has consisted of the Desmond brothers under the firm name of Desmond and Desmond.

Very active in civic affairs, Gerald Desmond is President of the Long Beach Junior Chamber of Commerce, President of the City College Alumni Association, Director of the Civic League, of the Catholic Welfare Bureau and of the Community Volunteer Office, and Past Vice-Commander of the Alamitos Bay Post of the American Legion. He belongs to the American, California, Los Angeles, and Long Beach Bar Associations and is a member of the Board of Governors of the latter. He is a former Vice-President of the 20-30 Club and belongs to the Long Beach Sport Boosters and Native Sons. His church is the Roman Catholic and he is affiliated with the Knights of Columbus and the Newman Club.

The former Miss Virginia Slater of Long Beach, a graduate of Stanford University, and Mr. Desmond were married in 1936, and they have four children: Margaret, Kathleen, Eileen, and Gerald.

## **Walter Desmond, Jr.**

Attorney Walter Desmond, Jr., is a native son of Long Beach, born here on December 4, 1909, son of Justice Walter and Margaret (Lyons) Desmond. His father, Walter Desmond, who recently retired as Presiding Justice of the

District Court of Appeals of California, has long been recognized as one of the community's most distinguished citizens. He once served as Commissioner of Public Works and for a time was Postmaster. He was a Judge of the Los Angeles County Superior Courts from 1927 until 1934, and originally appointed to the Appellate Court by the late Governor James Rolph, and was subsequently reappointed by Governor Olson.

Walter Desmond, Jr., received his elementary and high school education in Long Beach and then spent two years at the University of Santa Clara. From there he went to Harvard College, graduating with the degree of A.B. in 1930. His law course was taken at the Law School of Stanford University and completed in 1933.

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Mr. Desmond started law practice in Long Beach immediately upon graduation from law school, and was for a period of six months in the City Attorney's office. Then for a few years he was associated with the well-known firm of Clock, McWhinney and Clock. Subsequently, he was connected with the law firm of Clyde Doyle and John Gee Clark and was associated with the latter in state banking affairs. From 1940 until 1942, he was with the State Division of Corporations as a Deputy Commissioner. In the latter year he volunteered for service in the United States Navy and was on active duty for the following four years, first with the Office of Naval Intelligence and later at various Pacific Advance Bases. Originally a Lieutenant (j.g.), he was promoted to Lieutenant and ultimately to Lt. Commander, holding a commission of the latter rank in the Naval Reserve.

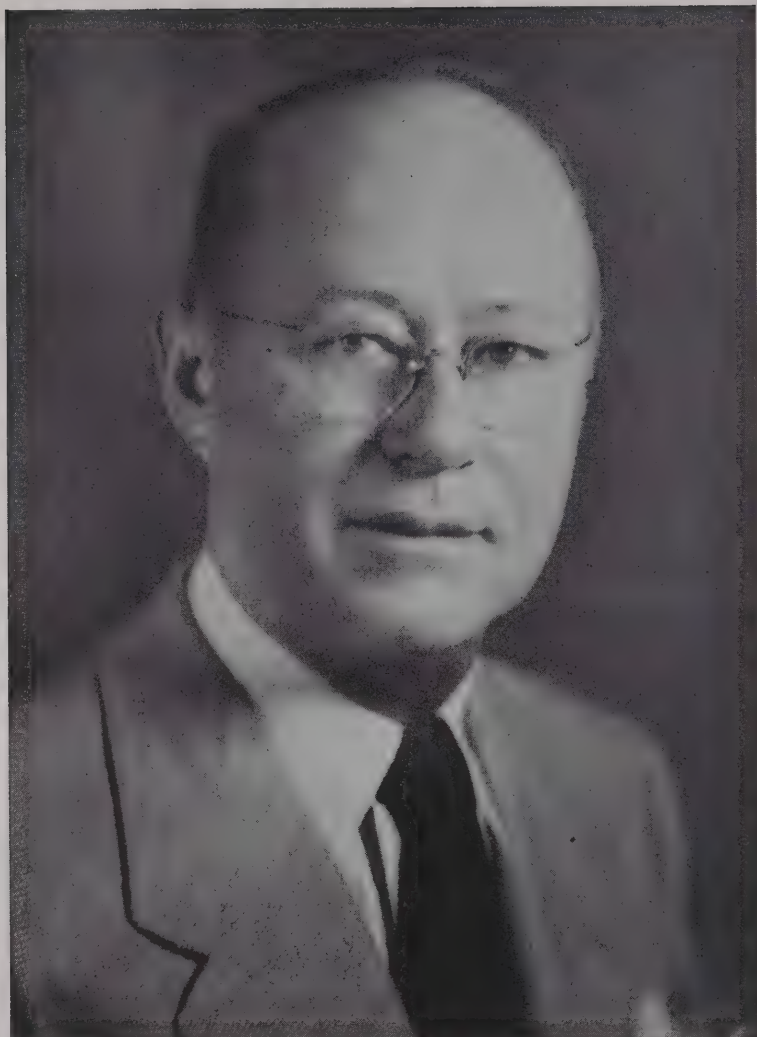
After his release from active duty, Mr. Desmond rejoined the Division of Corporations, continuing there until May, 1947, when he became a member of the law firm of Desmond, Sutherland and Desmond. After Mr. Sutherland was elected City Prosecutor in May, 1948, Mr. Desmond and his brother, Gerald, formed the firm of Desmond and Desmond.

Mr. Desmond is a member of the Long Beach Chamber of Commerce, the Junior Chamber of Commerce, the Harvard Club of Southern California, the Stanford Law Society, the Newman Club of Los Angeles, and the Long Beach Bar Association, and a director of the Mental Hygiene Clinic, a Community Chest Agency. His religious affiliation is with the Roman Catholic Church. Fraternally, he is affiliated with the Knights of Columbus and the Sons of Union Veterans of the Civil War.

The former Miss Virginia Daugherty, a native of Riverside, who is a graduate of Stanford University, daughter of Edwin M. Daugherty, Commissioner of Corporations, became the wife of Mr. Desmond in 1942. They have four children: Walter III, Dennis, Timothy, and John D.







DOUGLAS H. GRAHAM

## **Douglas H. Graham**

Douglas H. Graham, partner in the oil well drilling firm of Dunlap and Graham, Incorporated, has had virtually a lifelong experience in the petroleum industry and is the son of an oil man. Born in Hopkinsville, Kentucky, on March 23, 1893, he is the son of William H. and Nola (Hayes) Graham. His father was for many years active in the oil industry in various parts of the middle west and Texas.

Following the completion of his schooling in Fort Worth, Mr. Graham started working in the oil fields and while still a young man commenced drilling operations in Texas, Oklahoma and Illinois.

Coming to California in 1922, Mr. Graham made his home in Long Beach at that time and has resided here ever since, although he has had oil interests in other sections.

In addition to his connection with the Dunlap and Graham firm, he owns the Atlas Supply Company, which has stores both in Long Beach and Bakersfield, carrying a large stock of oil well supplies in both places. He is also secretary-treasurer of the Big 4 Oil Company and of the Safeway Oil Company, both of Long Beach. In addition, he is officially connected with the Petro-Teck Service Company, an oil servicing firm operating in Venezuela. He is currently vice-president for California of the American Association of Oil Well Drilling Contractors.

Other affiliations include the Rotary Club of Long Beach, the Pacific Coast Club, Jonathan Club of Los Angeles, and his fraternal affiliations are with the Masons. For some time he has served on the board of directors of the Children's Home Society of California as Treasurer.

Mr. Graham's wife is the former Miss Marily Dellismon of Chicago, Illinois. They have two children: Mardel and Douglas H., Jr.

Mr. Graham's favorite hobbies are fishing and cooking.

## **Raymond W. Swinney, M.D.**

Outstanding as a heart specialist in Long Beach is Dr. Raymond W. Swinney, whose practice is confined to internal medicine.

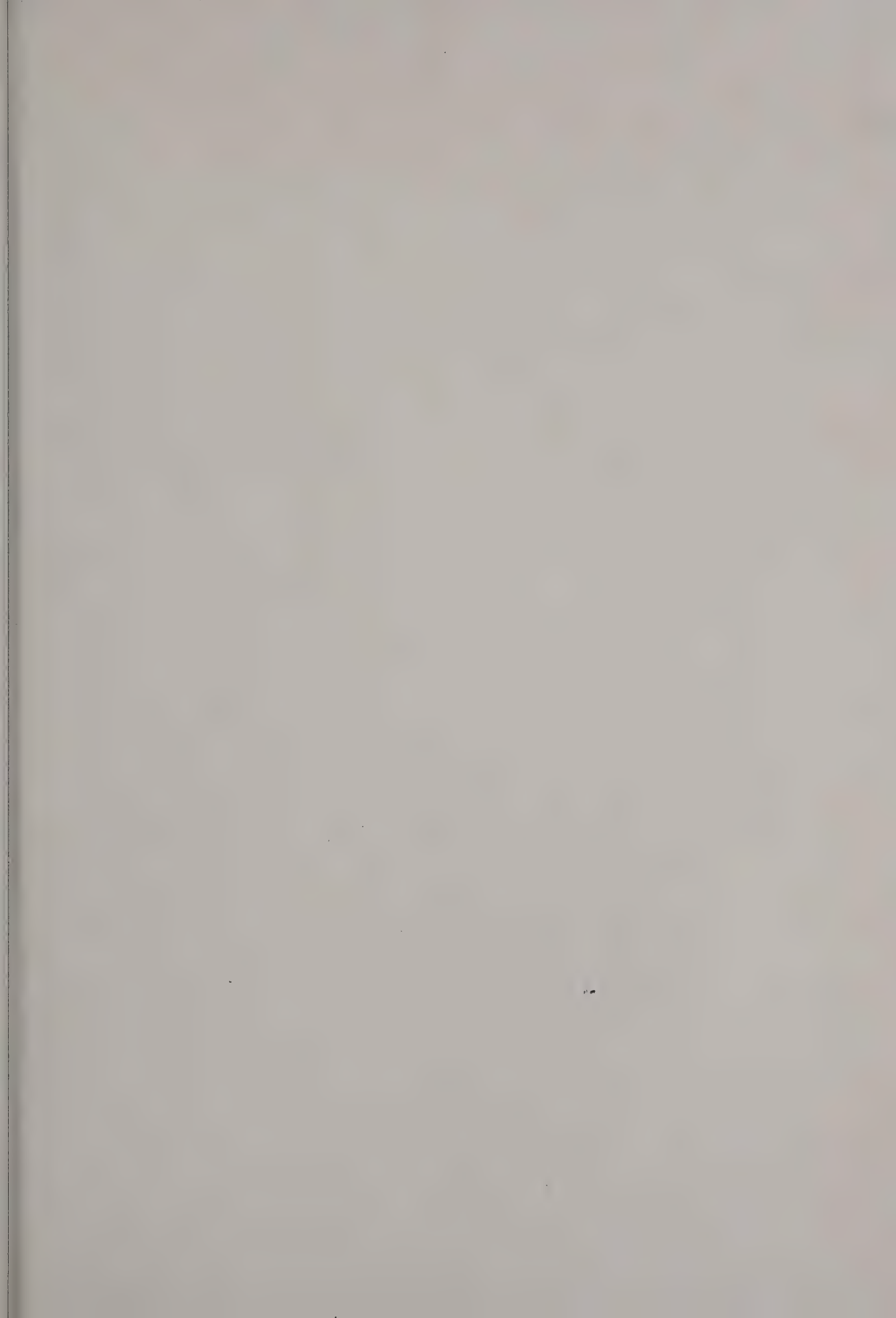
Dr. Swinney, the son of Thomas Morrison and Beulah Wooldridge Swinney, was born October 23, 1892, at Gilliam, Missouri, where he attended grammar school. When the family moved to Kansas City he attended and graduated from high school there. Receiving his academic education at the University of Kansas with the degree of A.B., he then entered the institution's School of Medicine and became affiliated with Phi Beta Pi medical fraternity.

In 1917 he was graduated with the degree of M.D., and he was awarded an internship on scholarship at the University of Kansas Hospitals. During 1922-23 Dr. Swinney took post-graduate work abroad, specializing in internal medicine. He studied at the University of Vienna, Edinburgh University, University College and the National Hospital for Diseases of the Heart, in London, and other European clinics.

It was in Kansas City that the internist began the practice of medicine. While there he served as a member of the faculty of the medical department of the University of Kansas, and for several years he was consultant for the United States Veterans Bureau as heart specialist. In 1929 Dr. Swinney and his family moved to Long Beach, where they have been living since that time.

Prominent in the organizations of his profession, Dr. Swinney is a member of the Los Angeles County, California State, and American Medical Associations, and he holds a life membership in the American Medical Association of Vienna, Austria. He also belongs to the California and American Heart Associations. The doctor is a Fellow of the American College of Physicians, and he has been certified as a specialist by the American Board of Internal Medicine. He was one of the organizers and is a past president of the Long Beach Academy of Medicine. Formerly he was counselor of the Los Angeles County Medical Association, representing the Harbor Branch, and he has also served as president of that branch. Past activities include membership in the Hollywood Academy of Medicine and the Association of Military Surgeons. Now one of the senior members of the medical staff of the Community Hospital, he has also served as chief of staff and for a number of years was the medical member of the board of directors. He is a member of both the Inter-Hospital Committee and the Rheumatic Fever Commission of Long Beach.

In the first World War Dr. Swinney served as a medical officer in the United States Army. During World War II he was commissioned as a Senior Surgeon in the United States Public Health Service Reserve, and he still holds this rank in inactive status. Always prominent in American Legion affairs, he is a past commander of his post in Kansas City. He is a member of the Disabled American Veterans and is also a Voyager Militaire of La Societe des 40 Hommes et 8 Chevaux. He is an Elk and belongs to the Long Beach Lodge No. 888. An enthusiastic participant in Masonic affairs, he is a Royal Arch Mason, a Knight Templar, and a Noble of the Mystic Shrine, being a past president of the Long Beach Shrine Club. In addition he is the Long Beach member of the medical committee of Al Malaikah Shrine, Los Angeles, having supervision of admissions from Long Beach to the Shriners' Crippled Children Hospital. In 1932 when the Olympic Games were held in Los Angeles, he was the physician for the German rowing crews.







GEORGE C. BROWER

Aside from his medical distinction, Dr. Swinney has gained considerable fame as an entertainer, actor, and composer of parodies. He has often appeared throughout Southern California, especially as "Dr. I. Curem" in his original gay nineties skit, "The Old Time Medicine Show." He is a charter member of the Long Beach chapter of the Society for the Preservation and Encouragement of Barber Shop Quartette Singing in America.

An avid trout and salmon fisherman, the physician's interest in his hobby formerly included activities in the Long Beach Rod and Gun Club and the Izaak Walter League of America.

Dr. Swinney married Miss Irene Rommel of Kansas City, a graduate of the Dillenebeck School of Dramatic Art, in 1922. They departed immediately for Europe, where the specialist began his post-graduate studies. Dr. and Mrs. Swinney are the parents of two daughters, Suzanne Elaine and Louise Marie, both of whom are talented musicians. They are graduates of Woodrow Wilson High School, have attended Pomona College, and were recently graduated with the degree of A.B. from the University of Arizona, where they were officers in their social sorority, Alpha Phi.

### **George C. Brower**

One of the most popular and best-patronized restaurants in Long Beach is that owned and operated by Mr. George C. Brower, located at 2308 Pacific Avenue. Establishing this business with a modest sum of money and in comparatively small quarters as recently as 1940, in the course of the past eight years the building has been enlarged seven times and now has a capacity for 160 patrons, and a staff of twenty-seven to cater to their wants. Attracting a discriminating clientele, Brower's Restaurant has won a reputation for steak dinners, of which a specialty is made. The inviting and expensively furnished and decorated dining rooms add particular pleasure to dining here. The success of the restaurant is due in no small measure to the careful and expert attention given to the business by Mr. Brower.

A native of Los Angeles, Mr. Brower was born on January 2, 1903, son of Charles George and Adeline (Kennedy) Brower. It is interesting to note that Charles G. Brower was an old-time vaudeville actor, and played on the Orpheum circuit for many years, under the theatrical name "Brodean."

Following the completion of his schooling in Los Angeles, George C. Brower was connected with a wholesale greeting card concern for a time, and subsequently joined the Bohemian Distributing Company, with which organization he was employed for several years, having become a branch manager at the time he resigned to establish his own business in Long Beach.

Active in community affairs, Mr. Brower served a two-year term on the Long Beach City Council, 1945-47. He is a member of the Virginia Country Club, Elks Lodge, and the Moose. He also belongs to the Native Sons of the Golden West, and Lions Club.

During World War II, Mr. Brower served in the United States Navy for about a year and a half, having been assigned to the Naval Air Base on Terminal Island, and for several months he was hospitalized. He continues his interest in the Service by being a member of the American Legion.

Miss Elaine Carpenter became the wife of Mr. Brower. She is formerly of Iowa City, and has long been interested in music, and currently is a member of the Long Beach Philharmonic Association.

### **Frank Raymond Underwood**

One of the largest and most successful insurance agencies of Long Beach is that headed by Frank Raymond Underwood, who in the course of the past twenty years has made an enviable record in his chosen field.

Mr. Underwood was born at Egan, South Dakota, on October 4, 1896, and is the son of Frank E. and Susan (Brown) Underwood. His father is now deceased and his mother is a resident of San Diego, California. His father, formerly a prosperous farmer and stockman in South Dakota, came with Mrs. Underwood to California to retire.

Frank Underwood received his early schooling in Egan and afterward attended the University of South Dakota. Coming to Long Beach in 1920, he purchased a market at 448 West Broadway, which he operated for two years. He then became a traveling salesman for Johnson, Carvell & Murphy, merchandise brokers, and worked Southern California for six years. Next, in 1928, he entered the general insurance business in Long Beach. His firm handles all kinds of insurance, including fire, casualty, automobile and life, now . . . being district agent for the Connecticut General Life Insurance Company. The business of Mr. Underwood has been built on his key word of "service" to his clients. His organization consists of fifteen field men and an office force of seven.

During World War I, Mr. Underwood was at the Great Lakes Naval Training Station and was attending the officers training school when the Armistice was signed.

He is a member of the Kiwanis Club, the Virginia Country Club of Long Beach, and of the "Hole-in-One" club, making his perfect drive on October 31, 1932.

Mr. Underwood married Mary E. Rice, of Flandreau, South Dakota. They have one son, Thomas Ray Underwood.







FRANCIS M. NEFF, D. O.

## **C. C. Lewis**

C. C. Lewis has long been rated as one of the most substantial citizens of Long Beach. An unusually successful business man, he has given freely of his time for community advancement, and his record in public office is an outstanding one.

Born in Fowler, Ohio, on July 12, 1871, Mr. Lewis is the son of Alfred and Harriet (Turner) Lewis. His father was a farmer and until he was 18 years old, C. C. Lewis worked on the farm. He then went to Cleveland and was employed in a jewelry store there from 1889 to 1908. He ultimately became the owner of the business and operated it until 1918. During this period he built up a chain of jewelry stores, and eventually had ten in operation. In 1918 he sold out these stores and came to Long Beach. Not long after arrival here he purchased a store owned by George Vogeley at 122 Pine Avenue, and changed the name to his own. He has continued to operate this store ever since, and it has long enjoyed a splendid patronage. Mr. Lewis also owns and operates a jewelry store in Huntington Park, and owns an interest in one in San Pedro.

A member of the Long Beach City Council for some years, having been first appointed and then elected, Mr. Lewis was later literally drafted into the position of City Manager in 1930, during a critical period in the history of Long Beach. Having formerly held official positions in the East, which he had filled with great efficiency, Mr. Lewis ably administered the duties of City Manager here for a year and a half, when he was compelled to retire on account of ill health.

Mr. Lewis is member and past President of the Chamber of Commerce and of the Local Exchange Club. He is affiliated with the Masons, Shriners, Sciots, and Consistory Masonic bodies. He also holds membership in the Pacific Coast Club.

The former Miss Nellie E. Little became the wife of Mr. Lewis. Their two children are: Harold, who attended Stanford University and is now engaged in business with his father; and Juanita, the widow of Lieut. Frank Brown, a naval officer who was lost in World War II.

## **Francis M. Neff, D.O.**

A member of the osteopathic profession who has had exceptional training in his chosen field and who has risen to the top of his profession is Dr. Francis M. Neff, who has practiced in Long Beach for the past decade.

A native of Reno, Nevada, Dr. Neff was born August 9, 1907, son of the

late Bert F. and Gertrude E. Neff. While his father is deceased, his mother is still living and makes her home in Medford, Oregon.

The future doctor received his preliminary education in Medford, Oregon, where he attended the grade, high school and junior college. He attended the University of Oregon and Montana State College and then, for three and a half years was engaged in school teaching in Oregon. Having had a lifelong desire to become a doctor, he subsequently matriculated at the College of Osteopathic Physicians and Surgeons in Los Angeles and completed his course there in 1939, taking up private practice soon thereafter in this city. For some time past, he has confined his work exclusively to proctology and has taken a number of post-graduate courses in the East covering this specialty. Since June, 1946, he has been Professor of Clinical Surgery, in Proctology, at the College of Osteopathic Physicians and Surgeons. During 1948 he served on the faculty of the institution, lecturing on Proctology. Dr. Neff is Chief of the Attending Staff of the College Clinic. He also is on the Attending Staff in Proctology at the Los Angeles County Osteopathic Hospital.

Locally, he has been president of the Long Beach Osteopathic Society and he was one of the founders and a former director of the Long Beach Polyclinic, a philanthropic organization of osteopathic physicians and surgeons.

The doctor belongs to the American and California Osteopathic Associations and is Secretary-Treasurer of the Western States Protologic Society.

Fraternal affiliations include Signal Lodge No. 543, F. & A. M., and the Long Beach Masonic Club. His service club is the Exchange.

The former Miss Ann Cannon, a graduate of the University of Nebraska, became the wife of Dr. Neff in 1941. She is currently president of the Auxiliary to the Long Beach Osteopathic Society.

Dr. Neff finds his principal recreation in sailing, music and in his several fraternal activities.

## **Clay H. White**

The late Clay H. White, a prominent citizen of Long Beach and an important property owner, was born in Shoals, Indiana, on November 10, 1867, and passed away in this city on August 19, 1947. He was the son of Elijah and Inez White. He first went to school in Indiana, but the family moving to Colorado Springs when he was only a youth, he continued his schooling in that place, and ultimately went to Colorado College, located in Colorado Springs.

From Colorado Mr. White came with his wife to Southern California. After a short stay in Los Angeles, they moved to Long Beach, and soon he and his father-in-law, Noah Moser, purchased the Signal Hill Gravel Pit on Signal







R. A. WAESTMAN

Hill, and they engaged in the paving business until 1924 when oil was discovered on this property, and it became tremendously valuable, many thousands of dollars worth of oil having been produced from the few acres of land.

Mr. White was one of the three persons who erected the Barker Building in Long Beach, of which he was two-thirds owner. This is one of the finest business structures in the city and is a credit to his confidence and belief in the future of Long Beach. Mr. White also had various other property interests in and around Long Beach.

He was a life member of the Pacific Coast Club, and also belonged to the Virginia Country Club and the Elks Lodge.

Mrs. White, whose maiden name was Georgina Moser, has taken an active part in community life, and has always given generously of her time and means for worthy causes. She is a past president of both the Long Beach and Signal Hill Ebell Clubs. She continues to make her home in the beautiful apartment in the Sovereign Building, which her husband purchased when this structure was erected.

## **R. A. Waestman**

As a member of the firm of Clock, Waestman and Clock, R. A. Waestman is identified with one of the oldest and most substantial law firms of Southern California. Coming to this city in 1923, he became associated with the firm then known as Clock, McWhinney and Clock, the name having been changed upon the death of Mr. McWhinney and the admission of Mr. Waestman as a full partner.

A native of Dyersville, Iowa, R. A. Waestman was born October 23, 1895, son of George and Anna (Deyen) Waestman. Both parents are now deceased.

Following the completion of his high school course in his home town, Mr. Waestman entered Iowa State College. Transferring to Drake University, he completed his academic course there with a degree of A.B. in 1919, and also took his professional training there, graduating from the Law School with the degree of LL.B. in 1922. During his high school and college days, Mr. Waestman was very active in athletics, having played both football and baseball. It is significant that notwithstanding his athletic interests he was able to work his way through both his academic and law courses and made the exceptional record of completing the latter in two years instead of three.

After arrival in California twenty-five years ago, Mr. Waestman served a few months as secretary to the then Lieutenant Governor Merriam, but soon after passing the Bar examinations he began practice in Long Beach. For a number of years he has personally represented the Jergins Trust Company

in this city and has long specialized in oil, corporation and trust work, being considered an authority in these branches of law.

Mr. Waestman is a member of the American Bar Association, the State Bar of California, Los Angeles Bar Association, and is a member and Past President of the Long Beach Bar Association. His law fraternity is Phi Alpha Delta, and it is interesting to note that he was President of both his Junior and Senior classes in law school. Socially, he is affiliated with the Virginia Country Club and became President of this institution in 1938 when its finances were in a precarious state; but during his administration the club was put on a sound basis and has remained so ever since.

The former Miss Jeanette Roberts became the wife of Mr. Waestman. They have one son, Robert R.

### **Clayton C. Campbell, M.D.**

A well and favorably known member of the medical profession in Long Beach is Dr. Clayton C. Campbell, who specializes in diagnosis and internal medicine, with special reference to the diseases of the heart.

The doctor is a native of El Dorado, Preble County, Ohio, and was born August 14, 1879, the son of Monroe and Jane (Disher) Campbell. He went through the grade schools and attended the Manual Training High School of Indianapolis. He graduated from Indiana College of Physicians & Surgeons in 1904. He practiced general medicine and surgery from 1905 to 1915, when he was requested by Dr. Charles P. Emerson, Dean of the Indiana University School of Medicine, to become associated with the faculty as Assistant to the Chair of Diagnosis and Internal Medicine.

On June 5, 1917, Dr. Campbell was called to active duty at Fort Benjamin Harrison Base Hospital at Indianapolis, as lieutenant in charge of medicine, and registrar in charge of the sick call for 18,000 troops, as well as president of the S. C. D. Board, member of Examining Board, M. R. C. and post Sanitary Inspector. Subsequently Dr. Campbell was assigned as surgeon of the 44th Engineers for duty overseas, and he was president of the Ten-Ten Board and Sanitary Inspector of the Engineers. Later Dr. Campbell was Medical Officer on board the U.S.S. "Maui." His last post prior to discharge with the rank of Major on August 19, 1919, was Chief General Inspector of the 14th Grand Division at Camp Strathcona and Mt. Royal at Saumur, France.

Upon his return from the Army he resumed his duties as assistant to the Chair of Medicine in the Indiana University School of Medicine, and continued diagnosis, internal medicine, and diseases of the heart until a year later



when he was requested to go into the Public Health Service, to assist in rehabilitating the men who were in the service. He was assigned by Surgeon-General Cummings of the Public Health Service to Fort McHenry, Baltimore, Maryland, where he was made Chief of Medicine in this 1500 bed hospital, specializing in heart diseases. During his assignment at Fort McHenry the Public Health Service sponsored an excellent post-graduate course in gastro-intestinal work, the lectures being given by Dr. Freedewald of Baltimore and his assistants. This marked the beginning of the intense interest in this work that Dr. Campbell now evidences.

When this hospital was abandoned about two years later, Dr. Campbell was transferred at his own request to the U. S. Veterans Hospital at Boise, Idaho, where he was made Clinical Director. After remaining there about a year he was transferred at his own request to the U. S. Veterans Hospital No. 77 at Portland, Oregon, where he became Chief Consultant with special reference to heart and gastro-intestinal diseases. He remained in this capacity for about two years before he resigned and came to Long Beach.

Dr. Campbell has taken a very active part in civic affairs. He was a director of the Long Beach Chamber of Commerce for five years, and part of this time was vice-president of the organization. He was a member of the Police Pistol Club of Long Beach, and his fraternal affiliations are with the Masons. His Blue Lodge membership is F. & A. M., Irvington Lodge No. 666. Since coming to Long Beach he has become a member of Searchlight Chapter No. 133, Royal Arch Masons; Long Beach Council No. 26, Royal and Select Masters; and Long Beach Commandery No. 40, Knights Templar.

With other members of his profession, Dr. Campbell organized the Long Beach Academy of Medicine, and he was the first president. He is a member of the Los Angeles County Medical Association, the California State Medical Association, the American Medical Association, the American, California and Los Angeles County Health Associations, and a Fellow of the American Medical Association.

Dr. Campbell married Miss Mary Isabel Garvin in 1904. They have had four children: Dr. Clayton C. Campbell, Jr., a graduate of University of Oregon, 1931, and of Tufts Medical College in 1935, and was associated and practiced with his father until he volunteered for service during World War II when he became a Flying Surgeon, having participated in the flights over the Himalayas, China and other places in the Far East, and is now practicing medicine independently in Long Beach; Elizabeth Jane, who passed away in 1910; Flora Adaline, the wife of William W. McClellan; and Mary Ellen, the wife of Nelson Cook. Both daughters have two children each.



### **Clayton C. Campbell, Jr., M.D.**

While one of the youngest members of his profession in Long Beach, Dr. Clayton C. Campbell, Jr., has in a comparatively short length of time achieved an enviable reputation as a physician and surgeon. Born in Harrodsburg, Indiana, November 13, 1905, he is the son of Dr. Clayton C. and Mary Isabel (Garvin) Campbell, his father being one of the older and highly regarded doctors of Long Beach.

Dr. Campbell's early education was in his native state, and he subsequently graduated from high school in Portland, Oregon, following which he entered the University of Oregon, where he graduated with the degree of B.S. in 1930. Medical training followed at Tufts College in Boston, Massachusetts, where his M.D. degree was awarded in 1935. He interned at the Central Maine General Hospital in Lewiston, Maine, and also spent several months as a resident and doing x-ray work.

In 1937, Dr. Campbell took up practice in Long Beach with his father, and they continued together until 1940, when he went on active duty as a flight surgeon, assigned to the Army Air Forces. Originally commissioned Lieutenant, he was subsequently promoted to Captain, Major, and finally to Lt. Colonel. His period of service covered five and a half years, about two-thirds of which was spent with the Western Training Command. For a year he was in the China-Burma-India theater of operations.

Following his separation from the service in March, 1945, Dr. Campbell took up private practice in Long Beach on his own. He has erected an attractive medical building at 5942 Orange Avenue, and he devotes his practice exclusively to allergies. For some time past, he has held the important position of physical inspector for the Long Beach School District, which requires nearly half of his time.

The doctor is a member of the California and Los Angeles County Medical Associations and the Allergy Section of the latter. He is a Fellow of the American College of Allergists. For the past several years, Dr. Campbell has been an active member of the Kiwanis Club.

He married Miss Gertrude Lord, formerly of New Hampshire. Talented musically, Mrs. Campbell attended the noted Faelton School of Music in Boston. The one son in the family is Clayton C. Campbell III.

Dr. Campbell's hobbies are photography and working on his metal machine lathe.

### **Noel F. Shambaugh, M.D.**

Dr. Noel F. Shambaugh, well-known physician and dietician of Long Beach, was born in Ridgeville, Indiana, on December 22, 1897, the son of Shiloh S.

Shambaugh, a former manager of the Indiana Steel Mills, and Lilly Bell (Whetzel) Shambaugh. The present doctor attended grammar and high school in Kokomo, Indiana. He then entered the University of Michigan at Ann Arbor, from which institution he received the degrees of Bachelor of Science in Medicine in 1920, Doctor of Medicine in 1922, and Master of Science in 1926.

Dr. Shambaugh was resident physician in the Department of Internal Medicine, University Hospital at Ann Arbor from 1922 to 1924; and from 1924 to 1927 was Medical Fellow of the National Research Council at Washington, D.C., during a part of which time he taught in the Physiological Institute, University of Berne, Switzerland.

Upon his return from Europe in 1927, Dr. Shambaugh accepted the assistant professorship of medicine at the University of Michigan. In 1929, he came to California, and soon thereafter was made a professor in the Medical Department of the University of Southern California. In addition to maintaining offices in Long Beach, Dr. Shambaugh also has offices in Los Angeles.

He is a member of Sigma Xi, honorary scientific society, and Phi Sigma Society, honorary biological society. He was a medical Fellow of the National Research Council from 1924 to 1927, and ex-officio instructor in the Physiological Institute, University of Berne, Switzerland, in 1926 and 1927. He was elected in 1928 to the Central Society for Clinical Research and was made Fellow of the American College of Physicians in 1929.

In 1932, he was promoted from a member to Fellow of the American Association for the Advancement of Science, Smithsonian Institution, Washington, D.C. In 1934, he was commissioned Lieutenant Commander, Medical Corps, U. S. Naval Reserve. He has been president of the internal medicine section of the Los Angeles County Medical Society (1935). He is a member of the Alpha Kappa Kappa medical fraternity. In 1940 he was elected to active membership in the New York Academy of Science, and in 1941 he was elected to membership in the American Diabetes Association.

Dr. Shambaugh married Miss Hellen Elizabeth Ramsdell, who passed away in 1946.

### **Captain Willis W. Bradley**

Captain Willis W. Bradley, Congressman of the 18th Congressional District—in which Long Beach is included—has been an able representative of the people of this area in Washington, since being first elected in November, 1946.

Captain Bradley was born on a farm near Ransomville, New York, on January 28, 1884, the son of the late Dr. Willis W. and Sarah Ann (Johnson) Bradley. His father was a pioneer medical doctor in North Dakota, having

come to that part of the country in 1879. The future Congressman was reared in North Dakota and received his early education in that state. He ultimately entered the preparatory department of Hamlin University at St. Paul and took business courses later in Minneapolis. Appointed to the United States Naval Academy, he graduated from that institution with the degree of B.S. in 1906. He also holds the degree of M.S. from George Washington University, and took post-graduate courses in ordnance at various naval and civilian institutions, and graduated from the Naval War College, Newport, R.I., in 1938.

Captain Bradley has had a long and distinguisher career in the Navy, only the high lights of which space permits mention of here.

Among other assignments during World War I, Captain Bradley was a gunnery officer on the U.S.S. Pittsburgh, and was awarded the Congressional Medal of Honor for extraordinary heroism while serving in this capacity.

During 1929-1931, Captain Bradley served as Governor of the island of Guam, promulgating on his own responsibility a Bill of Rights for the people of that island. This proclamation has now been accepted as the basis of the fundamental rights of the Guam Chamorros.

At the time the United States entered World War II, the present Congressman was assigned as Commander, Destroyer Squadron No. 31, and later to additional duty as commander of the Caribbean Patrol. After completing this duty, he was a member of the Board of Inspection and Survey, Pacific Coast Section, (a post of operations, Navy Department) serving temporarily in the Aleutian Islands during the expulsion of the Japs from that section. The total length of Captain Bradley's service in the Navy aggregated more than forty-three years.

Among interesting events in his career not connected with either war, was service rendered to the people of Italy during the earthquake at Messina in 1908, for which he was awarded the Silver Medal by the Italian Red Cross. He was also awarded a silver medal by Pope Pius XI as a recognition of the consideration he showed for the Catholic Church while Governor of Guam. He commanded the American forces in the disastrous flood in the Otai Valley, California, in 1916.

Captain Bradley is a member of the Merchant Marine and Fisheries Committee in Congress and is chairman of the subcommittee on ship operation and construction and maritime labor. The Merchant Marine and Fisheries Committee has jurisdiction over legislative matters pertaining to the Panama Canal, the merchant marine, the Coast Guard, and the fisheries (both salt and fresh water). Many of these matters are of the greatest importance to Long Beach and the whole Southern California area. Captain Bradley has been particularly successful in protecting the Long Beach Navy Shipyard from



any attempt to cut down its operations by diverting work or discontinuing activities. He, as well as many high-ranking officers of the Navy, have expressed a desire to maintain this shipyard at the highest possible level of activity.

His views on the difficult labor problem were set forth at the time the Taft-Hartley Bill was before Congress, as follows:

"While certain corrective measures must be enacted, I will not be a party to any legislation which is based on vindictiveness. The purpose of a national labor policy is not punitive, but the protection of legitimate rights of all, including the often forgotten men and women of the general public."

Captain Bradley is a member of many patriotic, civic and fraternal organizations, among them the American Legion, Amvets, Veterans of Foreign Wars, National Sojourners (national president four years), Army and Navy Club of Washington, D.C., various branches of the Masonic fraternity (including the Shrine), Elks, Moose, and Boy Scouts of America.

The former Miss Sue Worthington Cox, a native of Baltimore, became the wife of Captain Bradley. To them have been born four daughters: Elizabeth, the wife of Lt. John J. Earle, USA retired; Sue, the wife of Commander Bruce McCandless, USN, who is the holder of the Congressional Medal of Honor; Ann, the wife of Col. W. H. Brucker, USA; and Josephine, the wife of Lt. Col. Guy O. Young, USA. Each daughter has two children, so, in all, the Bradleys have six grandsons and two granddaughters.

### **John Gerald Houts, D.O.**

John Gerald Houts, D.O., twin brother of Dr. John Laurence Houts, was born at Delta, Colorado, on June 3, 1903, son of Edgar M. and Ida Laura (Bauer) Houts. Coming to Long Beach with his parents when a youth, he graduated from Polytechnic High School in 1922, and then entered the University of California at Los Angeles, where he received his pre-medical training. His professional course was taken at the College of Osteopathic Physicians and Surgeons at Los Angeles, and he interned at the Los Angeles County General Hospital, Unit No. 2.

Dr. Houts began private practice in Long Beach in 1931 and in 1932 was joined by his twin brother. In 1933, the subject of this sketch became active in the specialty of general surgery when he was appointed to the Surgical Staff of Los Angeles County General Hospital, Unit No. 2, in Los Angeles. For the following eight years, he was on the Attending Surgical staff of this institution, at the same time serving as Associate Professor of



Surgery at the Los Angeles College of Osteopathic Physicians and Surgeons.

In 1934, Dr. Houts organized the Surgical Department at the Magnolia Hospital when that institution opened, and he was Chief of the Advisory Board and of the Surgical Staff for several years. He is now Senior Surgeon at that hospital.

In 1939, the doctor was elected a Senior Surgeon in the American College of Osteopathic Surgeons Society and was certified in the specialty of surgery at the Los Angeles convention in that year.

Aside from his professional affiliations, Dr. Houts is a member of the Congregational Church, Virginia Country Club, Southern California Tuna Club, and the Chamber of Commerce of Long Beach. He was a director of the Junior Chamber of Commerce in 1933-1934. He is a member of Palos Verdes Masonic Lodge, Long Beach Consistory and Al Malaikah Shrine Temple of Los Angeles. His college fraternity is Phi Delta Theta.

Dr. Houts married Miss Grace Brittain in Long Beach in 1932. They have two daughters, Diana Mary, aged 14, and Virginia May, aged 4.

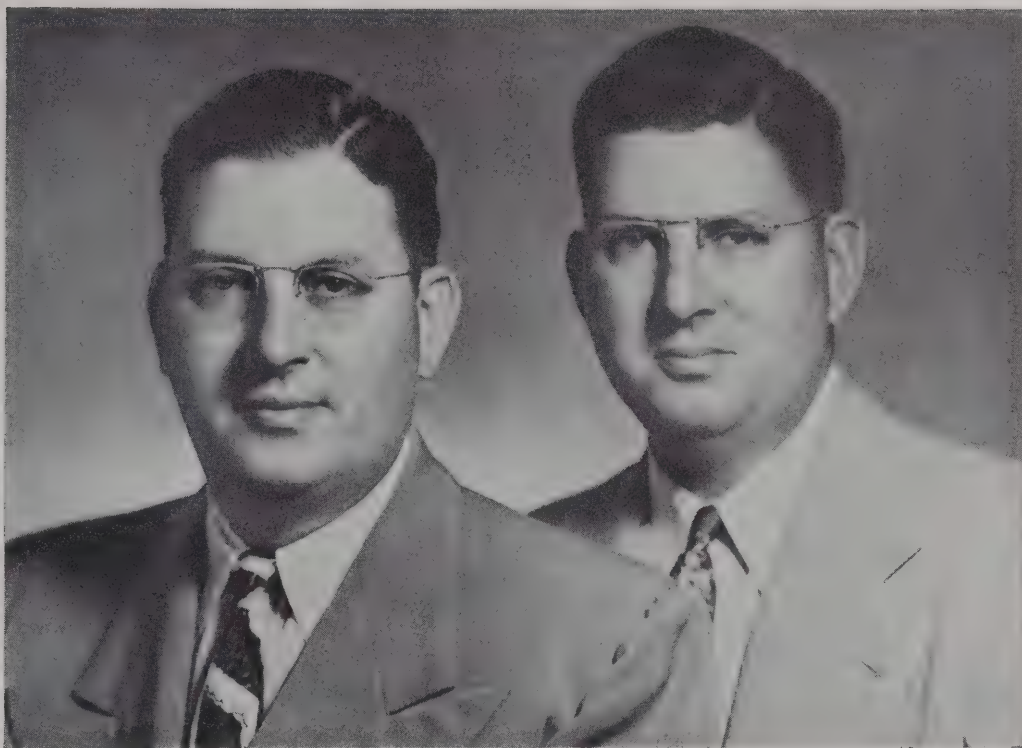
The doctor's favorite sports are fishing, hunting and golf.

### **James Laurence Houts, D.O.**

As a specialist in eye, ear, nose and throat work, Dr. James Laurence Houts, a member of the osteopathic profession, occupies a prominent position in his profession in Long Beach. In addition to carrying on an exceedingly large practice, he has been officially identified with numerous important organizations in line with his profession. The doctor was born in Delta, Colorado, on June 3, 1903, and is a twin brother of Dr. John Gerald Houts, their parents being Edgar M. and Ida Laura (Bauer) Houts. The father is a retired deputy assessor of Los Angeles County.

Following his graduation from Long Beach Polytechnic High School, the future doctor took a course in optometry and followed this profession from 1924 to 1927. In the latter year, he entered the University of California at Los Angeles, where he took a pre-medical course preparatory to entering the Los Angeles College of Osteopathic Physicians and Surgeons, from which latter institution he graduated in 1932. He opened offices in Long Beach in 1932, and has continued practice here ever since, being associated with his twin brother.

He was attending physician at the Los Angeles County General Hospital on eye, ear, nose and throat surgery service from 1934 to 1942. He has been associate professor of surgery (ENT) at the College of Osteopathic Physicians and Surgeons since 1934 and is a staff member of the Magnolia, Los Cerritos



JAMES LAURENCE HOUTS, D. O.

JOHN GERALD HOUTS, D. O.



Maternity, and Doctors Hospitals, all in Long Beach. During the term 1941-1942, Dr. Houts was a member of the board of trustees of the American Osteopathic College of Ophthalmology and Otolaryngology. In 1946, he was president of the Long Beach Osteopathic Association, and during 1947-1948 he was chairman of the advisory board of the Magnolia and Los Cerritos Hospitals. He was certified in ophthalmology and otolaryngology in 1942, and since 1939 he has been a member of the Osteopathic College of Surgeons. He is a Fellow of the American Osteopathic College of Ophthalmology and Otolaryngology.

Outside of his profession, Dr. Houts' affiliations include the First Congregational Church, Pacific Coast Club, Virginia Country Club, and Southern California Tuna Club. Fraternally, he is a Scottish Rite Mason, a member of Al Maliakah Shrine Temple of Los Angeles, and Phi Delta Theta college fraternity.

The former Miss Jane Sherman became the wife of Dr. Houts at Long Beach on December 28, 1938. They have two children: Robert L., and James T. Houts, and Dr. Houts has a daughter, Mary Len Houts, by a previous marriage.

The doctor's favorite sport is fishing.

## **Hal G. Nichols**

President and manager of radio station KFOX in Long Beach since 1924, Hal G. Nichols has occupied a position of exceptional importance in this community. Originally an orchestra leader in Denver, he came to Los Angeles in 1905 and followed his profession there for a number of years, then went back to Denver where he established two radio stations, principally to publicize his orchestra.

KFOX was the third radio station to be established in Los Angeles County and it has enjoyed increasing prestige and popularity with each succeeding year. Two studios are maintained in Los Angeles by Mr. Nichols.

Mr. Nichols was born in Denver, Colorado, son of Reuben Orlando and Rose (Walter) Nichols. His father was also a musician and operated a music store in Denver.

Mr. Nichols received his education, which included a business course, in his native city and practically his entire life has been devoted to some phase of music. He is an honorary member of the Colorado State Historical Society. He belongs to the Kiwanis Club, the Musicians Association, Pacific Coast Club, and the A.F.R.A. His wife was formerly Miss Dorothy Aitcheson.



### **Don C. Littlefield, A.B., D.O.**

Dr. Don C. Littlefield, Osteopathic Physician and Surgeon, is widely known in the community. Upon completing his internship in Los Angeles he began his private practice in his own building at 5510 East Second Street, Long Beach 3, California. After many years of special training in the field of Psychiatry Dr. Littlefield is recognized as one of the leading Psychiatrists in Southern California. A native of Des Moines, Iowa, Dr. Littlefield was born June 10, 1910, son of Dr. Hollister H. and Eva B. (Frank) Littlefield. His father, a medical doctor, was a prominent physician and surgeon of Iowa, and practiced in that state until his death in 1926.

Following his graduation from high school in Des Moines, Dr. Littlefield entered Drake University where he received the degree of A.B. His professional course was taken at the Still College of Osteopathic Physicians and Surgeons, in Des Moines. He has taken numerous post-graduate courses at the College of Osteopathic Physicians and Surgeons in Los Angeles, most of his work having been in Psychiatry. He is Junior Attending Psychiatrist at the Los Angeles County General Osteopathic Hospital, and for five years has been connected with The Meyers Neuro-Psychiatric Clinic, also in Los Angeles. He is the Medical Director of the Long Beach Polyclinic, Vice President of the Long Beach Osteopathic Hospital Association, Inc., member of the Advisory Board and the Board of Trustees of the Long Beach Osteopathic Hospital Association, Inc. He is also a member of the Staff of the Los Angeles County General Osteopathic Hospital, The Meyers Neuro-Psychiatric Clinic in Los Angeles, the consulting Staff and active Staff of the Magnolia Hospital in Long Beach; a member of the American and California Osteopathic Association and the American College of Neuro-Psychiatry, Dr. Littlefield is the author of numerous papers along the lines of his specialty.

Other affiliations of Dr. Littlefield include Palos Verdes Lodge Free and Accepted Masons, Exchange Club, Pacific Coast Club, Elks, Naples Improvement Association, Committeeman of the Local Troop of Boy Scouts of America, and Tau Kappa Epsilon college fraternity.

He married Mrs. Geraldine Moore Andrews of Balboa, Canal Zone at Reno, Nevada, in 1945. Mrs. Littlefield trained as a nurse at St. Edwards Hospital in Fort Smith, Arkansas. She is active in Public Health and Child Welfare work in the Auxiliary to the Long Beach Osteopathic Physicians and Surgeons Society. Also an Exchangette and a member of the Auxiliary to the Elks. The doctor and Mrs. Littlefield share many hobbies: photography, gardening and wood work are their favorites. Community problems of juvenile delinquency and alcoholism are of special interest to Dr. Littlefield. These problems, in his opinion, can only be solved by an understanding of the dynamic principles responsible for such maladjusted behavior patterns.



DON C. LITTLEFIELD, D. O.



## **Max Schattman Lowe**

Max Schattman Lowe, who was born in Denver, Colorado, on July 1st, 1899, is a grandson of the late Mr. and Mrs. William Wallace Lowe, son of their daughter, Ethel Lowe Schattman, and nephew of Col. Charles L. Heartwell and Mrs. La Verne E. Heartwell. At the death of his parents, when he was about four years old, he was adopted by Mr. and Mrs. W. W. Lowe.

As a young man Mr. Lowe attended the Long Beach Grammar and High Schools, being a pupil of the old Pine Avenue and Sixth Street School and a member of the first graduating class at Horace Mann School, later graduating from Long Beach Polytechnic High School. He then entered Occidental College, and was a member of the Student Army Training Corps. He subsequently entered the University of California at Los Angeles and graduated from the University of California at Berkeley in 1922, receiving a degree of A.B.

After leaving college, Mr. Lowe entered the Citizens State Bank in Long Beach, continuing from 1924 to 1926. Since the latter year he has been active in looking after his various real estate interests and in conducting the Max Lowe Insurance Agency. He is president of the Heartwell-Lowe Company and was formerly in charge of the Heartwell Building, in which he owned a substantial interest, until its recent sale. His offices are now at 421 East Fourth Street.

Prominent in civic affairs, Mr. Lowe is a member of the Long Beach Chamber of Commerce and of the Long Beach Realty Board, being a past-director of the latter. He is a past-president of the Exchange Club and is now a member of the Cirgonian Club of Long Beach. His fraternal affiliations are with the Masons, being a member of the Palos Verdes Lodge, the Long Beach Chapter of the Royal Arch, the Council, the Commandery, the Consistory, and he is a Shriner and life member of Al Malaikah Temple, and also belongs to Long Beach Pyramid of Sciots. His college fraternity is Acacia and his church the First Congregational.

Mr. Lowe has three children: Charles, La Verne, and Carrilyn Ethel.

In addition to his other affiliations, Mr. Lowe is a member of the Long Beach Chapter of the Sons of the American Revolution. His favorite sports are hunting and fishing, and he belongs to the Long Beach Fly Casting Club.

## **W. R. Martin**

For many years, W. R. Martin has taken an active and prominent part in business and civic affairs of Long Beach. As Chairman of the Board of Harbor



Commissioners for the past nine years, he has rendered outstanding and unselfish service to the community, his duties in this important capacity having been filled with a scrupulous regard for the best interests of the public. Mr. Martin is one of those most largely instrumental in having the Douglas Aircraft plant located in Long Beach, and for a number of years he was President of the Aviation Commission of the city. He is also credited with being one of those most responsible for the establishment of the United States Naval Base in this community. In many other ways he has taken a leading part in furthering community interests.

Mr. Martin was born in Greece City, Pennsylvania, on September 6, 1873. His father was James G. and his mother Harriet Martin. His branch of the Martin family is a very old one in Pennsylvania, four generations having been born in that state. Mr. Martin's father was an early one to become identified with the oil industry in Pennsylvania. He entered the business in 1861 and followed it in his entire life.

Following his father's footsteps, W. R. Martin ran away from school when a small boy to enter the oil game in Butler County, Pennsylvania. He remained in Pennsylvania until he was twelve years old, when he went to Ohio, where his father had preceded him. Remaining in this state until 1896, he then became connected with an English oil company and made surveys in various parts of the world, including the Arctic Region and different parts of Europe. After two years in this connection, Mr. Martin came to California and worked in the oil fields at Newhall for a time, and after several years' connection with oil interests in other parts of the United States, he located at Long Beach in 1925, and established the Martin-Loomis Company, which has subsequently become the Martin-Decker Company. The firm manufactures oil indicators of Mr. Martin's invention, which are sold in practically every part of the world where oil is produced. In 1946 Mr. Martin sold out his entire interests in the Martin-Decker Company.

Affiliated with numerous organizations, Mr. Martin is a Mason and a Shriner. He is also affiliated with the Vagabonds, of which he was President some years ago, and another travel organization which he enjoys is the Nomads, to be a member of which one must have traveled abroad in the oil equipment business. Mr. Martin is well entitled to this membership, as he has been around the world more than once and made many trips to Europe and Africa. In line with his position with the Harbor Board, he is a director of the Pacific Coast Association of Port Authorities, and also a director of the American Association of Port Authorities. An important local financial connection is his directorship of the Long Beach People's Bank.

The former Miss Maude Jameson became the wife of Mr. Martin. They have one son, J. Walter Martin, whose biography follows.



W. R. MARTIN





J. WALTER MARTIN





## **J. Walter Martin**

As co-owner and active head of Aircraft Associates, J. Walter Martin is identified with an important Long Beach industry. While formerly engaged in the sale of new airplanes, during recent years the firm has dealt extensively in used planes, many of which have been purchased from the government and reconverted for civilian use.

The private flying school operated by Aircraft Associates is of particular importance. It is the largest and most complete flying school in the United States and many trained flyers have been turned out for National Defense.

J. Walter Martin was born at Medicine Hat, Alberta, Canada, on May 18, 1912. He is the son of W. R. and Maude (Jamison) Martin. His father, founder of the Martin-Decker Corporation, is chairman of the Long Beach Harbor Board and one of the outstanding citizens of Long Beach. J. Walter Martin first went to school in Medicine Hat, and graduated from Anaheim High School. He holds the degree of B.S. from the University of Southern California, having completed his course there in 1936.

During the recent war, the plant of Aircraft Associates was taken over by the government, and Mr. Martin was in the Air Transport Command, being a member of the 6th Ferrying Group. Subsequently he was employed as a test pilot for the Lockheed Aircraft Company and for two and a half years held a similar position with the Douglas Company.

Mr. Martin is a 32nd Degree Mason, belonging to Palos Verdes Lodge, F. & A. M., and the Scottish Rite bodies in Long Beach. His college fraternity is Kappa Sigma, and he is a member of Alpha Eta Rho, national aviation fraternity. His service club is the Rotary. He married Miss Sharlee Edwards, and has one son, Barry Randall Martin, and a daughter, Jeanee Sue.

It is interesting to note that Mr. Martin first became interested in aviation in 1929, when he learned to fly in Long Beach. His father had a private plane at this time, and he frequently took him on business trips.

## **Charles R. Poitevin, D.O.**

It has been said that Dr. Charles R. Poitevin has done more for the Osteopathic profession in Long Beach and more for citizens in general who wish to be cared for by Osteopaths than any other person in Long Beach. Regardless of the absolute accuracy of this opinion, as superintendent of the Magnolia Hospital, founded by his late father, Anton Poitevin, Dr. Charles Poitevin holds a position of great responsibility and importance in the profession.

He was born in Norden, Nebraska, June 18, 1903. He attended schools in Idaho Falls, and then spent one year at Northwestern University. Later he studied at the Southern branch of the University of Idaho for a year, and after coming to California he entered the University of California at Los Angeles, where he also spent a year. He then entered the Los Angeles College of Osteopathic Physicians and Surgeons, where he graduated in 1930. He served an Internship and Residency at Los Angeles County Hospital, Unit No. 2, 1930-32. He practiced his profession for a year in Anaheim, and in 1933 he moved to Long Beach. The Magnolia Hospital being established the following year, he took charge of it then and has continued ever since.

The Magnolia Hospital, with its additions, contains sixty beds and is equipped with all the latest and most efficient surgical and medical devices. The buildings are of Spanish structure and surround an attractive patio, and give the outward appearance of an old Spanish hacienda — totally unlike the orthodox type of hospital building. Including nurses, the total personnel of the Magnolia Hospital averages about fifty, with an attending staff of sixty.

Dr. Poitevin is a member of the State and National Osteopathic Associations and is an associate member of the American College of Osteopathic Surgeons. He is also a member of the board of directors of the College of Osteopathic Physicians and Surgeons of Los Angeles, and a member of the Bureau of Hospitals, American Osteopathic Association. Three years ago, he was appointed a member of the Long Beach City Health Advisory Board and has been recently appointed for another three-year term. Under appointment of Governor Earl Warren, he is a member of the State Hospital Advisory Board, serving a four-year term.

The former Miss Nell Mary Clegg became the wife of Dr. Poitevin. They have two sons and a daughter: Charles J., Lawrence H., and Ann, all of whom were born in Long Beach.

## **I. E. Barker**

A modest, unassuming gentleman, I. E. Barker has contributed greatly to the development and well being of Long Beach. Formerly the owner and operator of a successful ladies' apparel shop, he gave employment to a considerable number of people for a long period of years, and has in many ways participated in civic activities of importance.

Born in Chicago, Illinois, on May 30, 1881, I. E. Barker is the son of the late Louis and Rebecca (Moss) Barker. His father operated chain grocery stores in Chicago at the time of the World's Fair and, after selling these, moved to Indiana Harbor, Indiana. His business there he operated prosperously for



I. E. BARKER





many years, meeting his death in a cyclone while supervising the construction of a new store. The mother, Mrs. Louis Barker, is now deceased.

Mr. Barker spent his boyhood in Chicago, attending elementary school, selling newspapers and delivering telegrams during vacation periods, and finally became employed in the commissary department of the Illinois Central Railroad. He advanced after a few years to the position of inspector of dining cars and, with the opening of the Chicago division dining car commissary of the Erie Railroad, he was made assistant superintendent of dining cars at Chicago under C. T. Clifford, superintendent.

At the time of his marriage, Mr. Barker acquired the management of the Harvey House at Gainesville, Texas, in order to avoid the constant travel that his former position had necessitated.

Later he was offered the opportunity of purchasing a half interest in the Busch Temple Cafe at Clark and Chicago Avenues. Seating about 300 guests, this restaurant did an excellent business for several years, specializing in a dollar dinner and catering largely to music, social clubs and family trade.

While there, Mrs. Barker's brother became injured in a railroad accident and he was asked to take charge of two ladies' ready-to-wear stores in Cleveland, Ohio, and one in Pittsburgh, Pennsylvania, owned by his brother-in-law. He sold his cafe interest to his partner, and though clothing was an entirely foreign line, he carried on this business successfully for about eight months until its owner recovered.

His interest in this line of merchandising increased, and Mr. Barker opened a store in Wheeling, West Virginia, remaining there for seven years, when he accepted a position with Spiegel-May-Stern Company, a large mail order house in Chicago. He ultimately attained the position of general merchandise executive in the women's wear department, remaining with this company for about eight years.

In 1920 Mr. Barker came to Long Beach, and after a year's vacation, he opened a small ladies' apparel store on Pine Avenue. At the end of two and one-half years he moved this to the Grand-Pacific Building at Ocean Boulevard and American Avenue. As a result of the earthquake in 1933, the store was closed for about sixteen months, being rebuilt at the end of that time.

Mr. Barker has been very active in civic projects. He aided in arranging for the removal of the railroad from the beach front, and installing light standard from American to Alamitos Avenues; he was one of the committee for the organization of the city auditorium, and was a member of the park board under Judge Clock for two years, during which time retaining walls and sidewalks were installed; and he was also instrumental in floating the bond issue for the construction of the Breakers Hotel, and in bringing the West Coast Theatres to Long Beach.

Sometime ago Mr. and Mrs. Barker deeded a strip of property at the corner of Ocean Boulevard and Alamitos Avenue to the city of Long Beach for the purpose of eliminating a very serious traffic hazard.

Mr. Barker built the Barker Arms, one of the fine apartments of Long Beach. Being a great lover of children, he made a policy of only renting to tenants with children, and in order to provide for their recreation, he built a special fenced-in playground in front of the apartment for the children.

Mr. Barker served as a director of the Chamber of Commerce for two years, and as chairman of its publicity committee during the Pacific Southwest Exposition rendered exceptionally fine service.

He is a member of the Pacific Coast Club and B'nai B'rith. He is a 32nd Degree Mason and a member of Osiris Shrine of Wheeling, West Virginia.

Mr. Barker married Miss Belle S. Given and enjoyed a long and happy married life until his wife's untimely death recently. Mrs. Barker was also an active participant in community affairs and was one of this city's greatly beloved women. The two children of Mr. and Mrs. Barker are: Eliau, the wife of Irving Bartel of San Francisco, and Anne, the wife of Elliot Shane. Mrs. Bartel has two children: Arthur and Glenda; and Mrs. Shane's two children are Larry and Bradley B.

## **Douglas Newcomb**

Douglas Newcomb, superintendent of schools in Long Beach, is a native of Hilton, New York, and was born May 1, 1897, son of Z. William James and Adelaide D. (Judd) Newcomb. He received his elementary and high school education in Hilton and Niagara Falls, New York, and is a graduate of the University of Rochester, B.S., 1918, and holds the degree of M.A. from Stanford University, 1927, and LL.B. from the University of Southern California, 1938.

Following his graduation from the University of Rochester, Mr. Newcomb was commissioned an ensign in the United States Navy and spent more than a year in the service, having been stationed in Chicago and New York.

In 1920, he began his teaching career at Cleveland, Ohio, where he spent a year, and then for two years he taught at Hightstown, New Jersey. Coming to Long Beach in 1923, he became a teacher at the Franklin Junior High School. In 1924, he was made vice-principal, and his next promotion was to the principalship of the Seaside School, where he remained from 1925-1927. In the latter year, he was appointed principal of the Lowell Elementary School, continuing until 1936 when he became principal of the Will Rogers Junior High School. In 1941, he was appointed director of elementary schools, and in







B. F. TUCKER

1944 was made deputy superintendent of Long Beach schools. In 1947, he was appointed superintendent and has the distinction of being the first person in the history of Long Beach to come up through the ranks to this position.

Mr. Newcomb is a member of the National Educational Association, the California Teachers Association and the City Teachers Club. His service club is the Rotary, and fraternally he belongs to the Masons and Elks. He serves on the board of directors of the Y.M.C.A. and also of the local Red Cross Chapter as well as the Family Welfare Association. His church is the Congregational.

The former Miss Helen Dutton became the wife of Mr. Newcomb. They have three children: Helen, who attends Scripps College, in Claremont; Douglas, Jr., who is at Wilson High School, and Jane, a student at the Lowell Elementary School.

### **B. F. Tucker**

An old-time resident of Long Beach is B. F. Tucker, who has played a potent part in business and financial circles of Long Beach for many years, and, in addition, he is well known for his philanthropies. He was the founder of the City National Bank of this city, which he managed for fifteen years and during the years he was head of this institution, it experienced exceptionally rapid growth and made splendid profits for its stockholders. The bank was ultimately sold to the First National Bank of Los Angeles.

Mr. Tucker was born in Macon County, Illinois, August 28, 1870. As a young man he located in Peoria, Illinois, where he became interested in banking, and also in the grain business. Coming to California in 1907, he made several efforts to obtain a banking position, but not being able to do so he decided to organize a bank of his own, and this is how he happened to establish the City National Bank in Long Beach.

While Mr. Tucker has been practically retired from active business interests for several years, he has by no means been idle. One of the greatest pleasures which he has is his connection with the Adelaide Tichenor Hospital-School for crippled children, of which he has been president since its inception. He was an early and leading influence in assisting Mrs. Tichenor in the original task of establishing her great benefaction. Mr. Tucker is by nature a child welfare enthusiast and particularly well fitted through a kind and understanding personality and love of children for the presidency of the Tichenor School. Not only do the fiscal affairs of the institution engross his time, but his loving personal interest extends to a daily contact with the hospital-school itself, where his his kindness and geniality have won for him the adoration of every small patient.

Another interesting and worthwhile activity which Mr. Tucker had was a humming bird sanctuary, located in Modjeska Canyon in Orange County, now turned over to the Audubon Society.

Mr. Tucker has another hobby, his woodworking shop. He literally taught himself the trade of woodworking, and has made many kinds of interesting pieces of furniture, games and even toys, which latter he gives to the children at the Tichenor School.

Mr. Tucker's wife was the former Mrs. Dorothy May Hootan. She passed away several years ago, leaving a daughter, Caroline, who is also deceased. She was the wife of C. W. Richards and had two sons, Robert C. and Benjamin T. Richards.

Fraternal affiliations of Mr. Tucker include the Masonic fraternity and the Odd Fellows. In 1912 he was elected President of the Chamber of Commerce, and he was a member of the Board of Freeholders which drafted the Commission form of Government charter for Long Beach. A number of years ago he was appointed a sponsor of the National Recreation Association.

## **Carl B. Wirsching**

Carl B. Wirsching, City Manager of Long Beach since October, 1945, has had a long and varied career as an engineer, and by training and experience is exceptionally well fitted to hold the difficult and responsible position he now has in this city.

A native son of Los Angeles, born on September 10, 1886, when the population was about 30,000; he is a son of Robert Ernest and Carlotta (Valencia) Wirsching. His father, of German extraction, came to Southern California in the early days, and owned property in several different sections, including San Pedro, San Bernardino and Los Angeles. On the maternal side, Mr. Wirsching's family goes back five generations, and he is a direct descendant of the founder of Los Angeles, Don Phillipe de Neve. It is interesting to note that Mr. Wirsching's father followed the old-time trade of wagon maker, and was a member of the firm of Reese and Wirsching.

Mr. Wirsching attended Throop Polytechnic Institute in Pasadena, Los Angeles Polytechnic High School and the University of Southern California, holding the degrees of B.S. and C.E. from the latter institution—where he also won a fellowship.

The professional career of Mr. Wirsching began in the survey office and road department of Los Angeles County, where he remained from 1912 until 1922. In the latter year, he accepted a position with the Department of Public Works of the State of California, and during the six years he was so employed,



he took part in the construction the El Cajon Pass road, the Donner Pass road and the high gear road to Lake Arrowhead.

Mr. Wirsching next joined the Department of Public Works of the City of Los Angeles, and was reappointed to an important office in this department by all succeeding mayors, including Mayor Bowron. For two years, 1933-1934, Mr. Wirsching was Chief Engineer and General Manager of the Port of Los Angeles.

In 1942, Mr. Wirsching was commisisoned Major in the Engineer Corps of the United States Army, and ultimately promoted to Colonel. He was first ordered to Newport News, and soon assigned to the Transport Command, and was in charge of the transportation of several thousand Brazilian troops to Europe. He made twelve trips through the Straits of Gibraltar during the course of World War II. Mr. Wirsching is one of the few individuals who have participated in both World Wars. During the first conflict he enlisted as a private in the Engineer Corps, and rose to the rank of Colonel. He went to Europe with the first American troops, and took part in five major engagements, having been wounded twice. Originally with the Canadians in the British Fifth Army, the first battle in which he participated was that of Vimy Ridge.

Mr. Wirsching is the recipient of numerous awards and decorations for his service in both of the World Wars. Among them the Purple Heart (awarded twice), Croix de Guerre (with two citations), Silver Star Medal, the War Medal of the Republic of Brazil.

Since his appointment as City Manager of Long Beach, the conduct of Mr. Wirsching's official duties has met with very great favor from all quarters. An able administrator and a close student of government, Mr. Wirsching is well qualified to handle efficiently the innumerable duties which are included in his position as City Manager. He is a great believer in economy in government, and has made successful efforts to place the Long Beach city government on an economical basis to as great an extent as possible without impairing the efficiency of the various city departments. It is worthy of note that during the past two years Long Beach has had a larger net income than ever before in its history. This has been due to economies which have been brought about and to the increased income from the city's oil interests.

Due largely to Mr. Wirsching's intervention, the Los Angeles County Board of Commissioners has appropriated approximately \$750,000 for new bridges and other highway improvements in this area since he became City Manager.

Mr. Wirsching is a Scottish Rite Mason and a Shriner. He belongs to Chi Phi college fraternity, and Phi Nu Delta engineering fraternity. He has



been president of both Los Angeles Polytechnic High School Alumni Association and the University of Southern California Alumni Association.

The former Miss Bessie Cochran became the wife of Mr. Wirsching. She is also a native of Los Angeles, as was her mother.

### **Elio J. Amar**

E. J. Amar, Long Beach Port Manager, comes from a distinguished pioneer San Pedro family. Born in that place April 8, 1891, he is the son of the late Eduard and Josephine Amar. His father was a Frenchman who came to America in 1870. After a year in San Francisco, he moved south to Southern California and worked on a ranch near Wilmington. In 1876 he began raising sheep and pastured his flocks on the Palos Verdes hills. His success as a sheep man was phenomenal. At one time he ran nearly 70,000 head, being probably the largest flock of sheep in Southern California. Mr. Amar erected a beautiful home in San Pedro and ultimately became the owner of much valuable city property, and he also erected numerous buildings in the business district. When San Pedro was an independent town he served as a City Trustee from 1894 to 1898. He died in 1929, but his widow is still living in San Pedro.

E. J. Amar attended the San Pedro public schools, followed by a course in St. Vincent's College in Los Angeles, where he graduated in 1909. During his college days he was a football star, playing half-back. After leaving college, he spent a year in Europe, acquiring sound knowledge of modern languages, including French, Italian, and Spanish, as well as several dialects.

After his return from Europe, Mr. Amar embarked upon the sheep business with his father. From 1916 until 1921, he was General Manager of Catalina Island—excepting Avalon, first under Capt. Banning and later under Wm. G. Wrigley. He made his headquarters at the so-called Middle Ranch, and his jurisdiction covered an area of 54,000 acres.

In 1922, Mr. Amar entered the mercantile business in San Pedro, and had the leading sporting goods store of the district. He was one of the principal organizers and president of the San Pedro Golf and Country Club. He serves on the advisory board of the San Pedro branch of the Bank of America.

Mr. Amar has been interested in shipping and harbor improvement throughout almost his entire lifetime. From 1933 until 1938, he was President of the Los Angeles Harbor Board. In February of 1940, he was appointed Port Manager of the Port of Long Beach by the Long Beach Harbor Board. He is a Director of the Pacific Coast Association of Port Authorities and a past president of the American Association of Port Authorities. He has received many citations and decorations from foreign governments in recogni-



ELOJ J. AMAR



tion of his work in shipping and foreign trade. He has an exceptionally wide acquaintanceship with shipping men all over the United States and has many intimate contacts with high ranking Army and Navy men. Few, if any, individuals in the country are as thoroughly posted on port problems as Mr. Amar, and Long Beach is fortunate in having such an unusually well-qualified person as Port Manager.

Mr. Amar joined the Elks Lodge in 1911, and has been through the chairs, having been Exalter Ruler of the San Pedro Lodge in 1925-26. He is a member of the Native Sons of the Golden West, and was vice-president of the San Pedro Parlor. Other affiliations include the Jonathan Club of Los Angeles, the California Yacht Club, the Virginia Country Club and the Tuna Club of Catalina. His church is the Catholic.

Miss Bessie May Booker became the wife of Mr. Amar, the marriage having been the result of an early romance, as both attended the same school in San Pedro. There are two children: Edward LeRoy and Beatrice Rose.

Golf, hunting and fishing are Mr. Amar's favorite sports.

## **Rex L. Hodges**

One of the most successful business men of Long Beach is Rex L. Hodges, organizer and vice-president of four businesses: The Rex L. Hodges Realty Co., the Rex L. Hodges, Inc., Van and Storage, the Queen City Escrow Corporation, and the Penn-Hodges Furniture Store of Belmont Shore.

Mr. Hodges is a native of Dublin, Ohio, born April 21, 1892, son of Frank G. and Pearl (Davis) Hodges. He attended high school and business college in Portland, Indiana, working his way through both institutions. His first business experience was at the age of 14, working in a grocery store in Portland where he spent seven years. Although his salary was a meager one, at the end of this time he had saved \$250, and opened a feed and poultry store in Bellefontaine, Ohio, later developing into a grocery business. His business was interrupted by service in the United States Army during World War I. At the time the Armistice was signed, he was in the Quartermaster Officers training school at Jacksonville, Florida.

After his discharge from the service, Mr. Hodges returned to Bellefontaine and again entered business, handling flour, feed, coal and produce, both wholesale and retail. In the course of a very short time, this business was developed to large proportions. Desiring to come to California, he sold out his Bellefontaine interests in 1924. For the first five years after his arrival here, he was coast distributor for ambulances and funeral coaches for a Bellefontaine firm. In 1929, he entered the real estate business with a modest sized office in



Belmont Shore. During the course of the years, his real estate business has increased to the extent that he now operates 13 offices in this area, and his firm is one of the largest in Long Beach. In addition to looking after his extensive business interests, Mr. Hodges has been very prominent in civic affairs. He is First Vice-President of the Long Beach Board of Realtors; is on the Board of Directors of the Rotary Club of Long Beach, and has just completed five years of service as President of the Long Beach Philharmonic Orchestra Association. He was formerly President of the Better Business Bureau, former Vice-President of the Chamber of Commerce, has served on the Board of Directors of the Y.M.C.A. and the Navy Y.M.C.A. and the Boys' Club, and has been a member of the Long Beach Recreation Commission, where he served as Vice-President.

Mr. Hodges married Miss Bess Johnson of Pennville, Indiana, and they have a daughter, Ann, who attends Principia College in Elmhurst, Illinois.

Mr. Hodges' fraternal affiliations are with the Masons; he is a Knight Templar, and a member of the Long Beach Consistory, and Al Malikh Shrine of Los Angeles. He is a member of the Christian Science Church.

## **Cyrus Clay Carpenter**

Cyrus Clay Carpenter was born at Fort Dodge, Iowa, son of Mr. and Mrs. Robert Emmett Carpenter. The subject of this sketch was given the identical name of his uncle, who was a Colonel, and served throughout the Civil War with General Sherman's Army of Tennessee, and was one of Iowa's most distinguished and best-loved governors.

When he was ten years old, Mr. Carpenter's parents moved to Watertown, Dakota territory, where his father owned and edited a newspaper and young Clay completed his grammar grades of school. When his parents decided to return to Fort Dodge, Clay was sent to Cornell College, at Mt. Vernon, Iowa. He later attended the University of Minnesota, where he took his law course. He married his boyhood sweetheart, Miss Katherine Flint, and their married life has been ideal and has been blessed with four splendid children. Mrs. Carpenter is a most talented and charming woman, and a source of constant inspiration to her husband.

At the age of twenty-eight, he was appointed by President Theodore Roosevelt, Registrar of the United States land office at Lemmon, S. D., and had charge of the opening of the Great Sioux Indian reservation, the last of the old frontiers. From this office, three years later, he was appointed judge of the twelfth judicial circuit of the state of South Dakota, comprising five counties in the northwest part of the state, making a splendid record of service, meeting

every measure of responsibility. His service on the bench was distinguished by a strong sense of justice, keenness of vision, firmness of conclusion, and through and over all the spirit of humanitarianism withal.

Resigning after two and a half years of judicial service, he re-entered the general practice of his profession at Watertown, S. D., where he enjoyed a splendid business. In 1919, due to the health of one of his children, Judge Carpenter and family moved to Palo Alto, California, where he was at once retained by the Southern Pacific Railroad, in its great fight with the Union Pacific for possession of the Central Pacific Railroad, and in 1923 moved to Long Beach, immediately resuming the practice of law, where he soon became recognized as one of the outstanding members of the profession in Southern California.

When the Long Beach City Council moved to purchase the incomplete properties of the Southern Counties Gas Company, thus leaving the Gas Company in competition with the city, in violation of the provisions of the state constitution, Judge Carpenter restrained the purchase, and thereby saved the city of Long Beach more than a million dollars, as the purchase of all its properties within the city, for the lesser amount, was later consummated. Judge Carpenter was thereafter retained for several years as special counsel for the City of Long Beach, handling all legal matters and litigation incident to the building of Long Beach Harbor, defending the city in twenty-six injunction cases, winning all of them, thus preventing untold delay and expense in the building of the harbor.

Undoubtedly the greatest feature of Judge Carpenter's legal career, as well as one of the most celebrated in the west, was his masterful handling of the receivership for the Italo Petroleum Corporation. The Italo Petroleum Corporation was a \$25,000,000 concern—a sort of second Julian, and coming soon after the Julian debacle, a failure so complete as to shake the whole of the west coast, a stock-juggling scandal of such magnitude and far-reaching consequences as to stampede the oil and financial centers of western America. The Italo was fashioned somewhat upon the same scale, a promotional enterprise, designed and built for the evident purpose of victimizing the investing public. Ten of its officers and directors were tried and convicted by the United States District Court for gross illegalities and by-ways of fraud.

Judge Carpenter was asked to assume the responsibilities of the company's receivership, and accepted. He accepted against the advice of some of his best friends, even when the offer was in direct opposition to his self-interests; but the record of Judge Carpenter's handling of the all-but-hopeless affairs of the Italo Corporation has few, if any, parallels in receivership history.

Four children were born to Judge and Mrs. Carpenter: his daughter, Doris, who passed away in 1945; Cyrus Clay, Jr., who served as a Lieutenant

Colonel in the U.S. Army Air Force in World War II and who passed away in 1947; his son, Lee Carpenter, radio engineer of Long Beach, and his daughter, Dorothy, who is the wife of Captain Russell G. Sturges, U.S. Navy.

Mr. Carpenter is a Royal Arch Mason, a Knight Templar, and a member of the Shrine. His college fraternity is Sigma Chi. His religious affiliation is with the Methodist Church, and his political affiliation with the Republican party.

Mr. Carpenter is not only a great lawyer, but also a patriotic citizen, having given unstintingly of his time for those things which go to make for civic betterment and public advancement. He served as a director, a member of the executive committee, and general counsel for the Pacific Southwest Exposition held in Long Beach a few years ago, and as chairman of the city's emergency relief committee following the earthquake in 1933 he rendered a great service. Mr. Carpenter is deservedly popular and highly respected in this community, and his long record of service is a highly commendable one.

### **Earl L. Suydam**

The late Earl L. Suydam achieved a most outstanding business record in a comparatively short time. Coming to this city in 1923, he purchased a small business known as the Virginia Baking Company.

Changing the name to The Suydam Baking Company, he rapidly expanded the business, and its phenomenal growth has probably been unparalleled in Long Beach. He soon erected a large building at 16th and Canal Streets and rapidly built up a huge trade throughout the long Beach area.

Having received a very flattering offer for the purchase of this business from the Weber Baking Company, he ultimately sold out to this organization and retired from the bakery business. However, he had numerous other interests to take up his time, as he owned considerable real estate and was interested financially in several other concerns in this community.

Mr. Suydam was a member of the Virginia Country Club as well as the Pacific Coast Club. He was a Mason, being a member of the Scottish Rite bodies in Kansas City and the Shrine in Los Angeles. He also belonged to the Lions Club in Long Beach, in which he was quite active during the later years of his life. Another affiliation was the Blue Bill Gun Club.

Mr. Suydam was born in Kansas City, Missouri, January 15, 1885, son of Alfred E. and Mary Jane Suydam. His father was in the baking business before him, and prior to coming to Long Beach, Earl Suydam had managed bakeries in other parts of the country.

Mrs. Suydam was formerly Miss Ada Cutler. She survives her husband and continues to make her home in Long Beach. Active in community affairs,

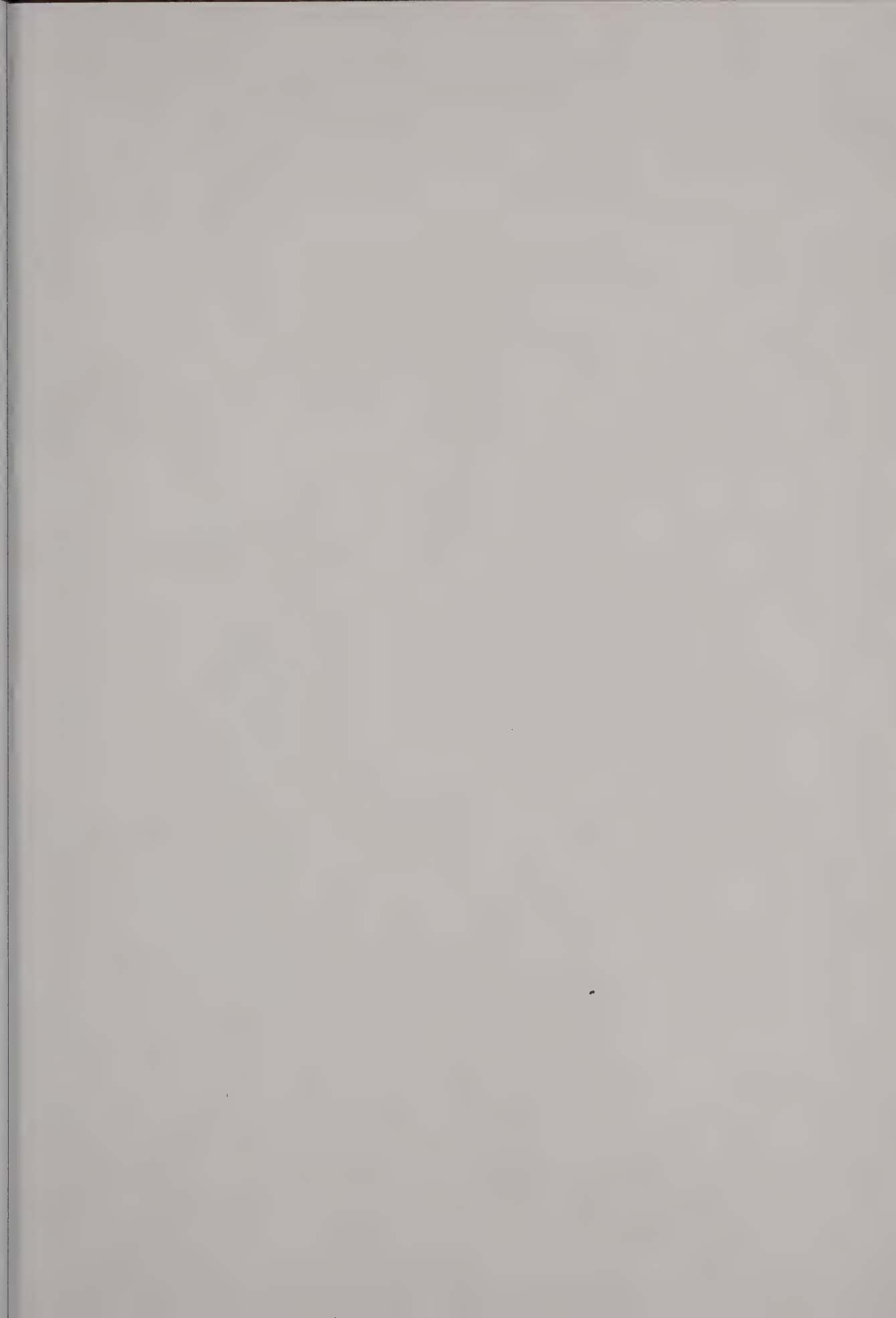




EARL L. SUYDAM









RT. REV. MSGR. BERNARD J. DOLAN

Mrs. Suydam has been interested in the Assistance League, the Children's Auxiliary, and she is a member of the Eastern Star and White Shrine.

Both Mr. and Mrs. Suydam have enjoyed traveling and have journeyed to many parts of the world. If Mr. Suydam had a hobby, it might be said that it was travel as he always enjoyed seeing other parts of the country.

Mr. Suydam died on September 19, 1943.

### **Rt. Rev. Msgr. Bernard J. Dolan**

Monsignor Bernard J. Dolan, Dean of the Harbor Area and Orange County of the Catholic Church, and Pastor of St. Anthony's Church in Long Beach, was born in County Roscommon, Ireland, on May 22, 1891, son of Thomas and Margaret O'Connor Dolan. He attended the National schools of Ireland but came to the United States as a boy, and was a student at the Classical High School in Worcester, Massachusetts, and subsequently was a student at Holy Cross Preparatory School and Holy Cross College in Worcester. He attended St. Mary's Seminary, and was ordained by the late Cardinal Gibbons of Baltimore.

Monsignor Dolan's first post was that of Assistant Pastor at St. Dibinia Cathedral in Los Angeles; from there he was assigned to San Luis Obispo as Assistant Pastor of the Catholic Church in that community. Next, for a period of six months, he was pastor at the Indian Reservation at Pala, California, and following his service there, he became Assistant Secretary to Bishop Cantwell in Los Angeles, continuing such as a year and a half, when he was appointed Chancellor of the Arch Diocese, in which position he remained until 1938, his headquarters having been at the Pro-Cathedral of which he was Administrator. During the twelve years in this position he built the school and convent and enlarged the church edifice.

Monsignor Dolan was made Papal Chamberlain in 1930 and Domestic Prelate in 1935.

It was in November, 1938, that he was appointed to Long Beach. Since residing in this city he has been accorded high esteem and respect, not only by the members of his own congregation, but by all who know him, irrespective of church affiliation. A man of great intellectual attainments, a forceable preacher and an able administrator, he is properly classed as one of the outstanding churchmen of Southern California.

### **Captain Augustine C. Malone**

An old-time resident of Long Beach, and one of the most substantial citizens of this city, Captain Augustine C. Malone has had a long and successful business career, and for years has been a leader in the affairs of the Republican



Party in this part of the country. His business career is an exceedingly inspiring one; beginning literally at the bottom of the ladder, he rose entirely through his own efforts to become a prosperous citizen in Long Beach. A man of unusually generous nature, Captain Malone has given freely to many worthy causes, including liberal donations to the defeat of Communism in this country.

Born at St. George, Pottawatomie County, Kansas, on January 2, 1870, Captain Malone secured a scanty education in public schools of that locality, beginning work on the family farm as a boy. His father had died when Captain Malone was four years old and left his wife with a family of twelve children, eight of whom were at home, the youngest, a sister two years old. It was necessary for Mrs. Malone to make a living for her family on the farm, a difficult occupation for women and more difficult at that time when grasshoppers and drought had made Kansas almost unproductive. As a consequence, Captain Malone was helping his mother run the farm before he was ten years old. In 1884 he went to Kansas City, Missouri, where he lived for four years.

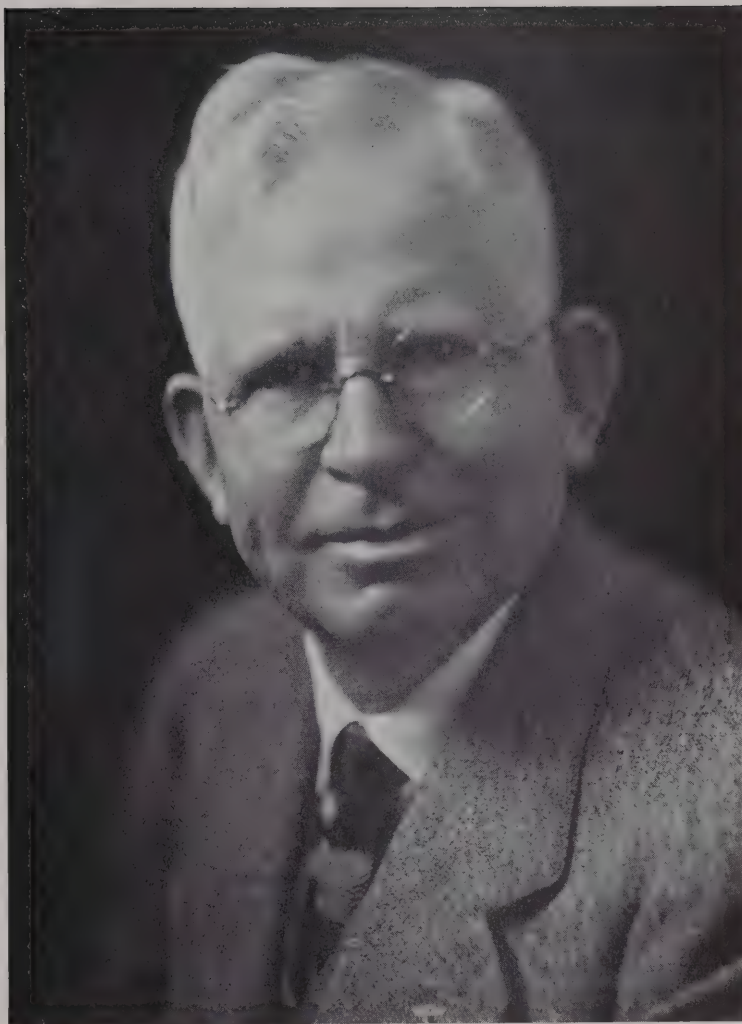
In 1888, at the age of eighteen, he went to San Francisco, where he became employed on the street railway as driver, conductor and motorman. In October, 1899, he came to Los Angeles and worked twelve and one-half hours at \$1.50 per night printing orange wrappers. Later he went to Pasadena, working as a motorman on the Pacific Electric Railway.

Then he became a newspaper agent, buying Los Angeles Herald and San Francisco paper routes which he operated until April 1, 1901, when he came to Long Beach. For two years he conducted a book store at 152 Pine Avenue. After the sale of the book store he was associated with the Long Beach Press in partnership with J. A. Miller, when it was a semi-weekly newspaper.

The important part of Captain Malone's career began when the Press was changed to a daily on October 3, 1902. He was its business manager, becoming sole owner in 1904, and selling the newspaper to Messrs. Day & Baumgartner on December 15, 1905.

He then turned his attention to real estate business, to which he devoted himself until 1908 when he bought out the Nelson Navigation Company and ran the line of steamers between Long Beach, San Pedro and Catalina Island, operating the "City of Long Beach," the "Nellie," and "Fashion." In 1917 he sold this business and in 1919 bought and operated a racing coaster in the amusement zone on the water front. This venture proved very successful and in fifteen months Captain Malone had realized a handsome profit.

Captain Malone's newspaper experience caused him to switch from the support of the Democratic to that of the Republican party. He attended the 1932 convention in Chicago, of which he was alternate delegate, and aided in the nomination of Herbert Hoover for President and Charles Curtis for vice-president and declares that he is still very proud of it. For many years, Captain



CAPTAIN AUGUSTINE C. MALONE



Malone was a member of the Republican County and State Central Committees. He also served on the Los Angeles County Civil Service Commission from 1922-1929, having been president of the body the last four years of this period.

Captain Malone has long been a director of the Hancock Oil Company of California. For several years, he was a director of the Long Beach Chamber of Commerce.

For years Captain Malone has been active in Masonic circles, having joined Fruitvale Lodge No. 336 at Oakland, California. He demitted into Long Beach Lodge No. 327 on his arrival here. He was elected its sixth master in 1903 and was holding that office at the time the Masonic Temple was built. He became first president of the Masonic Temple Association, holding that office for ten years. When Palos Verdes Lodge No. 39 was instituted, he became its first master. He is a member of Al Malaikah Temple of the Mystic Shrine at Los Angeles.

The former Miss Irene Springer became the wife of Captain Malone. She came to this city in 1902 and was educated in the local schools. Their daughter is Jeanne Claire, now the wife of Mr. F. K. Looman.

## **Jess D. Gilkerson**

Jess D. Gilkerson, City Engineer of Long Beach, has the unique distinction of having been one of the few persons in the history of Long Beach to rise to the position of City Engineer solely by promotion through the ranks. In many cases, the persons appointed to this position have been from some place outside of Long Beach.

Mr. Gilkerson is a native of Chetopa, Kansas, born December 23, 1902, son of Chester D. and Margaret Belle (Morgan) Gilkerson. On the maternal side, the family owned the noted Morgan Hill Farm just outside of Chetopa, which was recently sold after having been owned by members of the Morgan family for over seventy-five years. It is also interesting to note that Mr. Gilkerson was born in the same house as his mother was. His parents came to California on account of the health of his mother, and still continue to reside in this city, his father, a descendant of a pioneer Illinois family, being retired from the lumber business.

The future City Engineer attended elementary school in Long Beach and graduated from Polytechnic High School in 1916. His engineering course was taken at the University of Arizona, where he was awarded the degree of B.S.

Mr. Gilkerson's first professional experience was with Dan. S. Miller in Long Beach making subdivision layouts. He gave up this association to take

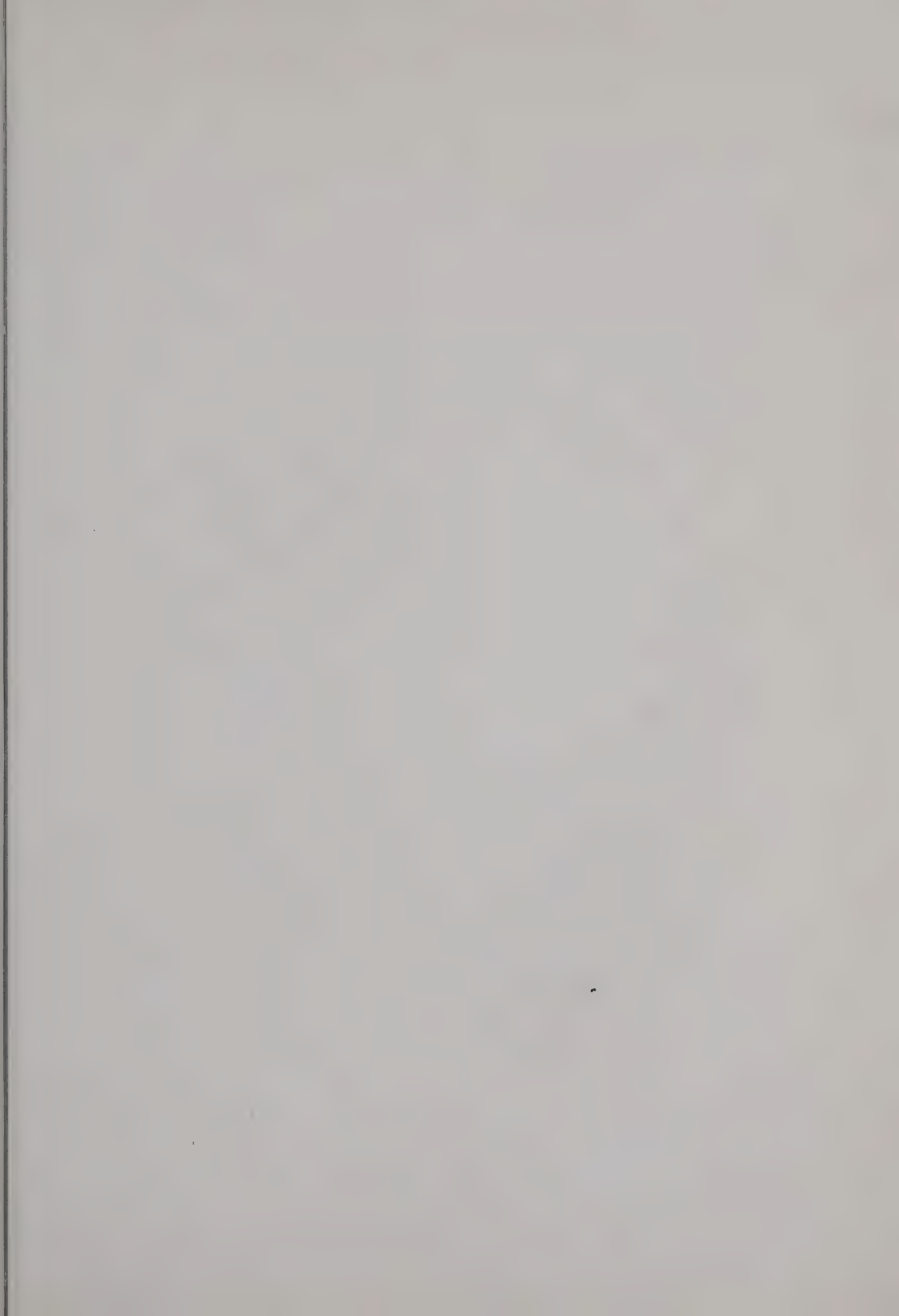


a Civil Service position with the city of Long Beach in the Engineering Department. For two years, he served as a draftsman in the department and then for a year was Assistant Electrician, preparing plans and specifications for street lighting improvements. For eight years, he was Street Lighting Engineer, with supervision of all design, plans and specifications for street lighting work. Due to reduction in volume of this kind of work, for the last five years of the period he devoted about 75 per cent of his time to design and preparation of plans and specifications for street and highway construction. In 1935, he was appointed Assistant Civil Engineer of the city, and during 1940-1942 he was given Administrative Charge of Plans and Service Division of the Engineering Department, the work of this division consisting of preparation of estimates, plans and specifications for street and airport improvements, sanitary sewers and storm drains, general drafting, preparation of specifications for purchase of construction and other types of equipment and materials, and other municipal engineering. This is the largest division of the Engineering Department.

In December, 1942, Mr. Gilkerson was commissioned lieutenant in the Civil Engineer Corps, United States Navy. He was first assigned to the Naval Construction Training Center at Norfolk, Virginia, and from there was transferred to the Bureau of Personnel at Arlington, Virginia. From there, he went to the Bureau of Yards and Docks in Washington, D.C., and in September, 1943, he was transferred to San Pedro in the Public Works Department as Project Engineer and Resident-Officer-in-Charge of Wharf Construction under Navy contracts. He was ultimately promoted to Assistant Maintenance Superintendent, NOB, San Pedro, in the Public Works Department. His last position in the service was Maintenance Superintendent in the Public Works Department, and as such he had supervision of all station labor construction, as well as performance of repairs and maintenance by Public Works Shop employees on all buildings, public works, and public utilities for approximately fifty naval activities.

Mr. Gilkerson was placed on inactive duty in January, 1946, and then returned to the Long Beach Engineering Department in the same capacity in which he had left. Upon the death of L. K. Lynn, in March, 1947, Mr. Gilkerson was made Assistant City Engineer, and upon the subsequent incapacity of George E. Baker, City Engineer, he became Acting City Engineer in June, 1947, and after the death of Mr. Baker in November, 1947, he was appointed City Engineer.

During the year he has been in office, it is probable that more construction work has been carried out by the city than in any other similar period in its history. Among the larger projects which have been either started or completed during the past year are the Long Beach Boulevard and Willow Street bridges and the Willow Street and Artesia storm drains. There is currently





WILLIAM H. SHEELAR

available to the city about \$4,000,000 to spend on municipal improvements during the next year or two, including a million dollars for a municipal stadium.

The staff of the Engineering Department consists of about 100, and the work of the department consists of surveys, preparation of plans, and construction of all municipal improvements, except those covered by some of the self supporting Departments.

As City Engineer, Mr. Gilkerson attends all City Council meetings in an advisory capacity; he is a member of the Planning Commission and has a key position in the Disaster Council.

Mr. Gilkerson is a registered civil engineer, and he is a member of the Engineers and Architects Association. Fraternally, he is a Mason and belongs to Delta Chi college fraternity.

He married Miss Mary Elizabeth Jensen, formerly of Wichita Falls, Texas. They have one son, Jess, Jr., age seventeen, a Polytechnic High School graduate, who is attending Long Beach College.

### **William H. Sheelar**

An unusually popular and successful business man, the late William H. Sheelar, owner of the Sheelar-McFadyan Mortuary, left a splendid name and reputation in Long Beach. Coming to this city in 1929, he was for a time associated with the Simpson-Dilday Funeral Home, but it was not long before he and William R. Nuttman purchased the McFadyan Funeral Home, and ultimately Mr. Sheelar became the sole owner of the business; and it is interesting to note that this establishment is one of the oldest businesses of its kind in Long Beach.

Under Mr. Sheelar's excellent management, the business enjoyed a rapid growth, and the splendid service rendered and the outstanding facilities for the conduct of this exacting business are widely recognized in this community.

Mr. Sheelar was born in Webster, South Dakota, on August 12, 1901, and passed away in Long Beach on May 9, 1946. He was the son of William H. and Elizabeth (Darmody) Sheelar. He received his education in the schools of South Dakota. As a youth, he served on a ship running between San Francisco and Honolulu.

Mr. Sheelar was a Catholic and a member of the Knights of Columbus in which organization he had been very prominent, having held office and he had been a delegate to thirteen state conventions.

Mr. Sheelar married Miss Louise Ellwart, a native of Kansas. To them was born one son, Thomas William. Mrs. Sheelar is now the active head of the Sheelar-McFadyan establishment and under her successful direction, policies laid down by her husband are being continued.



Mr. Sheelar was a man of magnetic personality and one who had the ability to make friends. At the time of his passing, the following was written by an acquaintance in one of the local newspapers:

"He had hundreds of friends in all walks of life in this community and was known for his many acts of benevolence and kindness none of which were ever publicized."

### **Rev. L. Elliott Grafman**

Rev. L. Elliot Grafman, Rabbi of Temple Israel in Long Beach since 1938, was born in Jersey City, New Jersey, November 8, 1896, son of Rev. Saul Grafman and Belle (Rosen) Grafman. He received his elementary and high school education in Brooklyn, New York, and holds a degree of A.B. from the University of Cincinnati, B.H.L. and Rabbi degree from the Hebrew Union College, and J.D. from the John Marshall Law College of Chicago. He has also taken post graduate work at the University of Chicago.

From 1924 until 1930, Rev. Grafman was the Rabbi of Temple Schaarai Zedez at Tampa, Florida; Rabbi, Tremont Temple, New York City 1930 to 1934; National Director, Speakers Bureau, Anti-Defamation League of Bnai Frith, Chicago 1934 to 1938, and from the latter city he came to Long Beach in August, 1938, and erected the new Temple here in 1941.

Rev. Grafman has participated widely in civic affairs wherever he has resided. In Long Beach he is an active member of the Rotary Club and serves on the boards of the Armed Services YMCA and the Children's Mental Hygiene Clinic. He has also been prominently identified with the work of the Community Chest.

He is a member of the Central Conference of American Rabbis, American Legion, Jewish War Veterans, and Association of Rabbis of Southern California.

In World War I, Rev. Grafman served in the United States Marine Corps, his period of enlistment lasting for twenty-two months, about a third of this time being spent overseas. During World War II, he was a Chaplain in the United States Army over 3 years with the rank of Captain and was stationed at various hospitals in the United States. He is a member of the Officers Reserve Corps, U. S. Army.

The former Miss Florence Herst became the wife of Rev. Grafman in Chicago. They have one daughter, Rosemary.

### **Paul H. Adkinson**

Coming to Long Beach with his parents in 1898, the late Paul Adkinson spent most of his life in this city. He was born in Huron, South Dakota, on December 4, 1884, and was the son of the Reverend and Mrs. A. W. Adkinson.

His father was a noted churchman of the Methodist denomination. He had had churches in various parts of the country, and came from Lisbon, Ohio, to Long Beach to become pastor of the First Methodist Church here. For a period of ten years, he was Presiding Elder of the Los Angeles District and during his long career held other important offices in the church.

The subject of this sketch first went to school in his native town, and upon his removal to Long Beach with his parents he took three years of high school work in Long Beach, and was graduated from the University of Southern California Academy after his fourth year of high school there, then completed his education in the Academic Department of the University of Southern California, where he was a member of Theta Psi fraternity.

For about three years, Mr. Adkinson was engaged in the produce business in Los Angeles. Returning to Long Beach, he became connected with the old City National Bank of this city in the Escrow Department. Later, he became the head of the Escrow Department in the Long Beach branch of the Pacific Southwest Bank, and still later was appointed Escrow Officer in the Seaside Branch. He ultimately established the Economy Escrow Company, in which he owned a substantial interest and for which he served as Secretary-Treasurer until he passed on on October 21, 1945.

Mr. Adkinson was a loyal Long Beach citizen and always willing to give his time and means for community welfare. He had numerous friends and was held in the highest esteem by his business associates and by all who knew him. A man of exemplary character, he adhered to the highest code of business ethics.

The former Miss Hazel Hearne, who also attended the University of Southern California, where she was a member of Alpha Chi Omega Sorority, became the wife of Mr. Adkinson. She survives him with a daughter, Mary Katherine, the wife of Francis F. Srtinger, of Honolulu.

## **Perry N. Johnson**

Formerly successfully engaged in the mining business for some time, Perry N. Johnson has concentrated his activities in the real estate business during recent years, his head office being at 1435 East Tenth Street. About a dozen salesmen are employed, and a large and successful business is enjoyed.

For nearly ten years, Mr. Johnson served as a Deputy Real Estate Commissioner of the State of California, and therefore is thoroughly conversant with all branches of the business.

Mr. Johnson's mining interests were in Nevada and California. He operated a gold mine and mill in Nevada and silver and lead mines in Mono County, California. He also has been interested in mining properties in Colorado, New Mexico and Arizona.

Born at Waxahachie, Texas, near Dallas, on March 18, 1899, Mr. Johnson is the son of John W. and Hattie R. Johnson. He received his preliminary education in Texas, Oklahoma, and Colorado. He took his A.B. degree from the University of Missouri, where he also studied law and then took a year in the law school of the University of Colorado, later receiving his LL.B. degree from Missouri University.

It was in 1920 that Mr. Johnson came to Long Beach, and he has resided here since that time. He is a member of the Board of Governors of the Long Beach Realty Board, and has been affiliated with the local Chamber of Commerce for eighteen years. A veteran of the first World War, he continues his interest in military affairs by being a member of the American Legion.

For a number of years he has taught Law.

Mr. Johnson is a very prominent Mason, being a member of Palos Verdes Lodge No. 389, F. & A. M., of Long Beach Council No. 26, Royal and Select Masters, and Long Beach Commandery No. 40, Knights Templar. He is a Past High Priest of the Long Beach Chapter, Royal Arch Masons. He is currently Associate Grand Guardian of the International Order of Job's Daughters, State of California. He is also a member of the Long Beach Scottish Rite bodies, the Al Malaikah Shrine Temple of Los Angeles and the Long Beach Masonic Club.

In 1925, Mr. Johnson married Miss Ruth A. Foster, who died in 1940. One daughter was born to this union, Peggy Norma, now the wife of Robert L. Charlesworth. In 1945 he married Rhodelia De Forest, also active in fraternal work.

His interests are divided between business, Masonic and Job's Daughters activities, hunting, fishing and a ranch in Oregon.

## **Joe Fellows**

Joe Fellows was a noted pioneer citizen of this community, and as a boat builder and skipper, he was widely known throughout the southwest, in fact he is said to have been the oldest boat builder in this part of the country at the time he passed away.

Born in England on May 30, 1865, Mr. Fellows passed away in Long Beach in 1942, having reached the age of 77. When a boy he was brought by his parents to Canada, later going with them to Minnesota and ultimately to Iowa. From the latter state he went to Spokane, Washington, and there learned the boat-building trade. He subsequently operated at Seattle, and he was highly successful in both cities as a builder of pleasure and fishing craft.

From the state of Washington Mr. Fellows moved to California, and for a time engaged in boat building in San Francisco. In 1896 Mr. Fellows estab-





JOE FELLOWS





lished himself in the boat-building business on Terminal Island, where he founded the Joe Fellows Yacht and Marine Construction Company, after having come here merely to build one boat. The business subsequently became known as Fellows and Stewart, but his partner's interests were ultimately acquired by Mr. Fellows although the firm name still remains unchanged, and is now operated by his son.

Some forty years ago, Mr. Fellows built the *Venus*, the *Mischief*, the *Minerva* and the *Myth*, all well known racing yachts, and other craft. The *Minerva* was distinguished, among other things, for having withstood one of the worst storms known on the Pacific Coast for decades.

During both world wars, the Fellows & Stewart organization was active either in building boats, aiding in the war effort or in carrying on important repair jobs.

Mr. Fellows participated in many power and sail boat races on the Pacific Coast, and won many trophies for his prowess as a skipper. His memory was honored during the recent war when a liberty ship was named after him.

Mr. Fellows helped to organize the old Southern Coast Yacht Club, and he was a charter member of the Long Beach Yacht Club of which his son was the first secretary. Fraternally, he was affiliated with the Masons. In addition to his son, Joe, Jr., Mr. Fellows is survived by his other son, Robert M., who is a moving picture producer with the Paramount Studios. His wife, the former Miss Josie Kathryn McMeans, predeceased him in 1926.

### **Joe Fellows, Jr.**

Joe Fellows, Jr., son of Joe Fellows and Josie Kathryn (McMeans) Fellows, was born on Terminal Island, October 14, 1906. He received his schooling in Wilmington, graduating from high school in that place. He then entered what was known in those days as the Southern Branch of the University of California, now U. C. L. A., and following two years there he transferred to the University of Michigan, where he took a course in Naval Architecture and was graduated with the degree of B.S. in Naval Architecture and Marine Engineering.

In 1929, Mr. Fellows joined his father's boat-building firm of Fellows and Stewart, with which he has been associated ever since and is now its principal owner. In addition to building both pleasure and commercial boats, a large repair business is conducted by the organization.

Mr. Fellows was a charter member, first secretary, and is a past Commodore of the Long Beach Yacht Club. He also belongs to the Los Angeles Yacht Club, the Catalina Island Yacht Club, and the Transpacific Yacht Club. He is

a member of the Virginia Country Club, the Masons, and Zeta Psi college fraternity.

During his father's life-time "Rusty," as Mr. Fellows is familiarly known to his friends, participated with him in many of the boat races which brought fame and honor to the family name.

The former Miss Lois Margaret Lembke became the wife of Mr. Fellows. They have a son, Richard Joseph Fellows.

### **Theodora Root Brewitt**

With forty years of education and experience in her chosen profession, Mrs. Theodora Root Brewitt, City Librarian of Long Beach, has an unusually thorough knowledge of library operation, which has given her wide recognition in this line of endeavor.

Mrs. Brewitt has been consistently active in library work in three states and seven cities, holding responsible positions in each locality. Her first position was held with the Wisconsin State Library Commission at Madison where she acted as reviser, instructor, and field worker from 1908 to 1910. From there she moved to Lewiston, Idaho, taking the position of librarian in the State Normal School, and acquiring experience that made her advancement feasible. She resigned in 1913 to become instructor of the training class and finally principal of the Library School in Los Angeles, serving for five years, until 1918, and then becoming librarian at Alhambra from 1918 to 1921. Mrs. Brewitt became assistant librarian at the Long Beach Public Library in 1921 and was appointed to the post of librarian in 1922. She was the principal of the library summer session at the University of California in Berkeley, California, in 1917.

Chief among Mrs. Brewitt's professional activities has been her work on the Certification Committee and later the Standards Committee of the California Library Association, which has been almost continuous from 1920 to 1941. During part of this time she was chairman and had much to do with the establishment of professional standards in California libraries.

Mrs. Brewitt is a former president of the Business and Professional Women's Club here, and is also a former president of the California Library Association, 1925-1926; and was president of the Sixth District California Library Association 1914-1915, and 1917-1918. During 1925-1926 and again in 1941 she was a member of the American Library Association Council, and she has served on a number of National Committees of the Association. Some of her affiliations have included the University Women's Club, League of Women Voters, Soroptimist Club, the National Business and Professional

Women's Club, and the Women's City Club. She is a director of the American Red Cross chapter in Long Beach.

Mrs. Brewitt was born in Bay City, Michigan, on December 8, 1879. She is the daughter of the late Wayland Leroy and Eliza Jane (Miller) Root. Her husband, who died some years ago, was Harry Augustus Brewitt. Mrs. Brewitt was educated at the Junior College of National Park Seminary, in Forest Glen, Maryland, and at the University of Wisconsin, from which latter institution she received her certificate of librarianship in 1908.







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